The Egyptian Gazette

No. 7,285] ALEXANDRIA, TUESDAY, SEPTEMBER 5, 1905. [SIX PAGES P.T 1.

THE EASTERN TELEGRAPH COMPANY, LIMITED.

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan.

To secure quick transmission, telegrams should be marked **Via Eastern.**

For latest average time to London, see daily bulletin in this paper.

STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Saïd, Suakin. Head Office, London.

NORDDEUTSCHER LLOYD

BREMEN.
EXPRESS MAIL STEAMERS
FROM
ALEXANDRIA, PORT SAID, AND SUEZ,
TO
NAPLES, MARSEILLES,
GENOA, SOUTHAMPTON, ANTWERP,
BREMEN, HAMBURG, AMERICA,
EASTERN ASIA, AUSTRALIA Etc.
For Particulars see Advertisement below.

Peninsular and Oriental S. N. Company.

Summer Rates will be charged from 2 May to 31 October.

For the convenience of families and others a large portion of each ship's accommodation has been reserved for Egypt, so that Berths can be definitely engaged at once, as if the voyage were commencing at Port Said. Plans can be seen at the Offices of the Company's Agents.

The through Steamers for Marseilles and London are intended to leave Port Said after the arrival of the 11 a.m. train from Cairo, every Tuesday for the present. A steam tender will meet the train to convey passengers to the ship.

ARCADIA	1 August	CHINA	22 August	EGYPT	12 Sept.
MARMORA	8 "	PERSIA	29 "	MACEDONIA	19 "
ARABIA	15 "	MOLDAVIA	5 Sept.	CALEDONIA	26 "

The Brindisi Express Steamers leave Port Said directly the Indian Mails arrive. Passengers can go on board the evening before. The Fare is £9 to Brindisi.

The combined Sea and special train fare has been reduced to £22.9.11 Port Said to London via Brindisi or via Marseilles.

During the Monsoon season the express steamer usually reaches Brindisi on Thursday afternoon, the special train starting at 8 p.m. and arriving in London at the very convenient hour of 4.56 p.m. on Saturday.

For all further information apply to the Company's Agents,

Messrs. THOS. COOK & SON (Egypt) Ltd.	CAIRO.
GEORGE ROYLE, Esq.	PORT-SAID.
Messrs. HASELDEN & Co.	ALEXANDRIA.
F. G. DAVIDSON, Superintendent P. & O. S. N. Company in Egypt	SUEZ.

31-12905

Orient-Pacific Line of Royal Mail Steamers.

REDUCED SUMMER FARES FROM MAY TO OCTOBER INCLUSIVE.
OUTWARDS to AUSTRALIA.

R.M.S. Orient will leave Suez about Sept. 8 | R.M.S. Ophir will leave Suez about Sept. 22

HOMEWARDS to NAPLES MARSEILLES, GIBRALTAR, PLYMOUTH, LONDON, TILBURY

R.M.S. Orient will leave Port Said about Sept. 12 | R.M.S. Oruba will leave Port Said about Sept. 26

Reduced Summer Fares		1st Class	2nd Class	3rd Class
Port-Said to Naples		£ 11	£ 7	£ 4
" " Marseilles		12.12	8.8	5
" " Gibraltar		12.6	10.6	5
" " Plymouth or Tilbury		16.16	12.12	9

Egyptian Government Officials allowed a rebate of 15 % off the above fares.

Return tickets no longer issued, but passengers paying full fare in one direction allowed abatement of 1/3 fare (back if return voyage be made within 4 months of arrival, or abatement of 20 o/o if return voyage be made within 6 months of arrival. Agents, Cairo :—Thos. Cook & Son. Alexandria :—R. J. Moss & Co.—For all information apply

Wm. STAPLEDON & Sons, PORT-SAID & PORT-TEWFIK (Suez) 31-12-905

BIBBY LINE MAIL STEAMERS.

Special Reduced Rates During Summer Season.

OUTWARDS to COLOMBO, TUTICORIN, etc., and RANGOON. Departures from Suez.
S.S. Shropshire 5,720 tons, leaves about September 14.
S.S. Yorkshire 4,196 tons, leaves about September 28.
HOMEWARDS to MARSEILLES and LONDON. Departures from Port Said.
S.S. Derbyshire 6,600 tons leaves about Sept. 4.
S.S. Lancashire 4,244 tons, leaves about September 18.
FARES from Port Said to Marseilles £12.0.0. London £17.0.0. Colombo £22.10.0. Rangoon £27.10.0.
Agents - Cairo : THOS. COOK & SON. Suez & Port Said : Wm. STAPLEDON & SONS. 31-12-905

KHEDIVIAL MAIL LINE.

FAST BRITISH PASSENGER STEAMERS.

GREECE - TURKEY LINE.

Express steamers leave Alexandria every Wednesday at 4 p.m. for PIRÆUS, SMYRNA, MITYLENE, and CONSTANTINOPLE, in connection with Orient Express train-de-luxe for Vienna, Paris, and London.

PALESTINE - SYRIA LINE.

Fast steamers leave Alexandria every Saturday at 4 p.m., and Port Said every Sunday at 6 p.m., for JAFFA (for Jerusalem), CAIFFA (for Nazareth), BEYROUT (for Damascus), TRIPOLI, ALEXANDRETTA, MESSINA, continuing in alternate weeks to LARNACA and LIMASSOL (Cyprus).

RED SEA LINE.

Steamers leave Suez fortnightly on Wednesday at 6 p.m. for JEDDAH, SUAKIN, MASSOWAH, HODEIDAH, and ADEN; and in the intervening weeks for PORT SUDAN and SUAKIM direct. Calls will be made at TOR (for Mount Sinai) as required.

N.B.—Deck chairs provided for the use of passengers, excellent cuisine and table wine free

Steamer plans may be seen and passages booked at the Company's Agencies at Alexandria, Cairo, Port Said, and Suez, or at THOS. COOK & SON or other Tourist Agency. 31-12-904

The Moss S.S. Company, Ltd.

For LIVERPOOL calling at MALTA (Messrs. JAMES MOSS & Co. 31, James St., Liverpool, Managers.)

*Amasis	Tons 4,000	Memnon	Tons 3,000	*Nitocris	Tons 3,700	Rameses	Tons 3,000
*Busiris	" 3,000	Menepthah	" 3,000	*Pharos	" 3,000	Seti	" 3,000
*Khephren	" 3,000	*Mooris	Tons 7,000	*Philae	" 4,000	Tabor	" 3,000

*Second class accommodation only, unless specially reserved.—FARES : Alexandria to Liverpool, 1st, £14 Single, £25 Return. 2nd, £9 Single, £15 Return.—To Malta, 1st, £5 Single, £9 Return. 2nd, £3 Single, £5 Return.—Return tickets available for six months. S.S. Seti now on the berth, will sail on or about Saturday, September 9 to be followed by S.S. Tabor.

Through freight rates on cotton, etc., to Lancashire inland towns, Boston, New York and other U.S.A. ports, obtained on application. Cargo taken by special agreement only.

Passenger Tickets also issued inclusive of Railway fare through to and from Cairo. Particulars on application to

R. J. MOSS & Co., Alexandria, Agents. 31-12-905

MARINE INSURANCE COMPANY, LIMITED.

Established 1836. Capital £1,000,000. Reserve Fund £650,000.

THE IMPERIAL FIRE OFFICE united with THE ALLIANCE ASSURANCE, Co., Ltd. 1, Old Broad Street, LONDON.—Established 1803.—Total Funds exceed £10,000,000.

31-12-905. Policies issued at SUEZ by G. BEYTS & Co., Agents.

Telephone Company of Egypt, Limited

CAIRO-ALEXANDRIA TELEPHONE.—Rates as follows :—P.T. 5 for each 3 minutes, or fraction of 3 minutes; P.T. 10 for over 3 up to 6 minutes communication.

PUBLIC CALL-OFFICES : Cairo, Central Office, Opera Square, and New Bar; Helouan, Central Office, Maison Purvis; Alexandria, St Mark's Buildings, Egyptian Bar, L. Castelli & Co.; Ramleh, Central Office, San Stefano Casino. [illegible]

P. HENDERSON & CO's LINE.

Steamers leave SUEZ and PORT SAID fortnightly for LONDON or LIVERPOOL direct.

(Electric Light.) SALOON (*Amidships*) FARE £12. (Latest improvements.)

S.S. MANDALAY	6000	Tons will leave PORT SAID about Sept.	3 for London.
" IRRAWADDY	7300	" " " " "	17 for Liverpool.
" PEGU	5800	" " " " Oct.	1 for London.

Due in LONDON or LIVERPOOL 12 days thereafter.

Apply WORMS & Co., Port Said and Suez. THOS. COOK & SON, (EGYPT) LD., CAIRO; G. J. GRACE & CO., ALEXANDRIA.

Thos. Cook & Son,

(EGYPT), LIMITED. HEAD OFFICE—LUDGATE CIRCUS—LONDON.
CHIEF EGYPTIAN OFFICE — CAIRO, near SHEPHEARD'S HOTEL.

Alexandria, Port-Said, Suez, Luxor, Assuan, Halfa, & Khartum.

GENERAL RAILWAY AND STEAMSHIP AGENTS. BANKERS.
BAGGAGE AND FORWARDING AGENTS.

Officially appointed & Sole Agents in Cairo to the P.&O. S. N. Co.

RESIDENTS IN EGYPT proceeding to Europe for the summer are requested to apply to our offices for information respecting their Passages, where steamer plans may be consulted and Berths secured by all Lines of Steamers to all parts of the Globe; arrangements can also be made for the collection and forwarding of their baggage and clearance at port of arrival.

CIRCULAR NOTES issued payable at the current rate of exchange in all the principal cities of Europe.

Cook's Interpreters in uniform are present at the principal Railway stations and Landing-places in Europe to assist passengers holding their travelling tickets.

Large and splendidly appointed steamers belonging to the Co. leave Cairo thrice weekly, between November and March, for Luxor, Assouan and Wady-Halfa in connection with trains de luxe to Khartoum. Moderate fares.

FREIGHT SERVICE. Steamers leave Cairo every Saturday and Tuesday for Assouan and Halfa.

Special Steamers and Dahabeahs for private parties.

Special arrangements for tours in PALESTINE, SYRIA and the DESERT. Lowest Rates. [illegible]

British India S. N. Company, Limited.

MAIL AND PASSENGER STEAMSHIPS.
SAILINGS FROM SUEZ, LONDON and CALCUTTA LINE.

Calling at ADEN, COLOMBO and MADRAS Outward, and MAURITIUS (Genoa and Plymouth optional) Homeward. Fortnightly Service in connection with the Co's Indian Mail Lines and monthly with the East African Mail Service [illegible]

OUTWARD.—S.S. *Mombassa* September 16 | HOMEWARD.—S.S. *Umta*... September 15

Queensland Line of Steamers between London and Brisbane.

Calling at Colombo, [illegible]

The S.S. ——— will sail from Suez on about ———

First Class Fares from Suez to [illegible]

[illegible]

Messrs. Thos. Cook & Son and the Anglo-American Nile Steamer & Hotel Company, CAIRO & ALEXANDRIA.

For further particulars, Freight and Passage apply to G. BEYTS & Co. Agents, Suez. 31-12-905

ANCHOR LINE, LIMITED.

(HENDERSON BROTHERS) LONDON, LIVERPOOL AND GLASGOW.

Booking Passengers and Cargo through to Ports in India, Europe & America. First class passengers steamers. Sailing fortnightly from Suez,

For MARSEILLES & LIVERPOOL	S.S. "Australia"	Sept. 5	For CALCUTTA	S.S. "Assyria"	September 6
For LONDON	S.S. "Bavaria"	Sept. 11	For BOMBAY	S.S. "Persia"	September 11

Saloon Fares : from Port-Said, to Gibraltar £9; Marseilles £9; Liverpool (all sea route) £15; London (all sea route) £12. London via Marseilles £15.5.0. Passengers embarking at Suez 10/- more, 10 o/o reduction for officers of Army of Occupation and Government employés. Through tickets issued to New-York (via Glasgow). Fares on application.

Agents in Cairo, Messrs. Thos. Cook & Son. Port-Said, Messrs. Cory Brothers & Co., Ltd.

For further particulars of Freight or Passage apply to G. BEYTS & Co., Suez. 31-12-905

Deutsche Levante-Linie.

Mail and Passenger Steamships. Regular three-weekly Service from HAMBURG, via ANTWERP & MALTA, to ALEXANDRIA and vice-versa, admitting goods from all chief German Railway Stations on direct Bill of Lading to ALEXANDRIA and all chief ports of Egypt, Syria, etc., at favourable through rates of DEUTSCHEN VERKEHR (traffic).

EXPECTED AT ALEXANDRIA.

S.S *Rhodos* September 1 from Hamburg and Antwerp bound for Beyrout.
S.S. *Volos* " 17 from Hamburg bound for Beyrout.
S.S. *Lesbos* " 18 from Hamburg and Antwerp.

For tariff and particulars apply to ADOLPHE STROSS, Alexandria *Agent.*— 18-8-905

Deutsche Ost-Afrika Linie.

GERMAN EAST-AFRICAN LINE. — REGULAR MAIL-SERVICE FROM PORT-SAID

OUTWARDS. To ADEN, ZANZIBAR, DURBAN, CAPETOWN and intermediate Ports.
HOMEWARDS. To NAPLES, GENOA, MARSEILLES, LISBON, ROTTERDAM, HAMBURG.

Splendid accommodation for passengers of all classes.—First-class steamers, fitted with all modern improvements. Stewardesses and doctor carried.—Low passage rates.

For all particulars, apply to FIX & DAVID, CAIRO, Sharia Manakh Pasha

Messageries Maritimes.

From Alexandria — Sailing from Alexandria in September, 1905.

For Marseilles direct

Friday	8 September at 4 p.m.	*Senegal*	Capt.	Vincenti
"	15 " " "	*Niger*	"	Cammagli
"	22 " " "	*Portugal*	"	Galetti
"	29 " " "	*Congo*	"	Rivière
"	6 October " "	*Senegal*	"	Vincenti

For Port Said and Beyrouth

Thursday	7 September at 8 a.m.	*Niger*	Capt.	Cammagli
"	21 " " "	*Congo*	"	Rivière

For Port Said, Jaffa and Beyrouth

Thursday	14 September at 8 a.m.	*Portugal*	Capt.	Galetti
"	28 October " "	*Senegal*	"	Vincenti

Rates of passage meals including table wine.

	1st Class	2nd Class
From Alexandria or Port Said (directly or via Alexandria) To Marseilles	£12. 0. 0	£ 8.10.0
From Alexandria To Port Said	" 1.12.10	" 1.7.10
To Jaffa	" 3. 2. 5	" 2.2. 5
To Beyrouth	" 4. 7. 3	" 3. 3.2
Through tickets for Paris (via Marseilles from Alexandria)	" 15.12. 1	" 10.12. 1
Through tickets for Paris (via Marseilles) from Port Said (directly or via Alexandria)	" 15. 5.11	" 11. 1. 5
Through tickets for London (via Marseilles) (Calais-Douvres) from Alexandria or Port Said (directly or via Alexandria)	" 16.12.10	" 12. 0. 5
Interchangeable return tickets with the Austrian Lloyd Cy. (available one way by Messageries Maritimes and on return by Austrian Lloyd) (via Trieste)	" 21.11.10	" 15.11. 3

Sailing from Port Said in September, 1905.

For Marseilles Direct.	Probably on Saturday	9 September	*Gange*	Capt.	Jourdan	returning from	Indian Ocean
	" " Thursday	14 "	*Sydney*	"	Combe	" "	China
	" " Sunday	17 "	*Nera*	"	Schmidt	" "	Indian Ocean
	" " Wednesday	20 "	*Irraouaddy*	"	Bioquer	" "	China
	" " Thursday	28 "	*Armand Behic*	"	Guichard	" "	Australia

Sailing from Suez in September, 1905.

For Aden Colombo, Singapore, Saigon, Hong-Kong, Shanghai, Kobe and Yokohama	Saturday	12 Sept.	*Salazie*	Capt.	Bachmeier
For Djibouti, Colombo, Singapore, Saigon, Hong-Kong, Shanghai, Kobe and Yokohama	Saturday	9 "	*Oceanien*	"	Couret
For Djibouti, Zanzibar, Mutsamudu, Mayotte, Majunga, Nossi-Bé, D. Suarez, Tamatave, La Réunion and Maurice.	Saturday	10 "	*Melbourne*	"	Lacarrière
For Djibouti, Aden, Mahé Diego-Suarez, Ste. Marie, Tamatave La Réunion and Maurice	Sunday	1 Sept.	*Gange*	"	Jourdan
For Aden, Bombay, Colombo, Fremantle, Adelaide, Melbourne, Sidney, and Noumea	Monday	4 Oct.	*Ville de la Ciotat*	"	Etienne

Cairo Agency (Shepheard's Hotel) [illegible]

PRINCE LINE.

AFRICAN PRINCE	Tons. 3,000	WELSH PRINCE	Tons. [illegible]	AFGHAN PRINCE	Tons. [illegible]
CHINESE PRINCE (bldg.)	8,000	JAPANESE PRINCE (bldg.)	[illegible]	BURMESE PRINCE (bldg.)	[illegible]
KOREAN PRINCE (bldg.)	8,000	ARABIAN PRINCE (bldg.)	[illegible]	SIAMESE PRINCE (bldg.)	[illegible]
SWEDISH PRINCE (bldg.)	3,000	BLACK PRINCE	7,000	SAXON PRINCE	[illegible]
TUDOR PRINCE	7,000	NORMAN PRINCE	[illegible]	CROWN PRINCE	[illegible]
ITALIAN PRINCE	3,000	GEORGIAN PRINCE	4,700	TROJAN PRINCE	4,700
MERCHANT PRINCE	4,000	SAILOR PRINCE	[illegible]	EGYPTIAN PRINCE	[illegible]
SOLDIER PRINCE	4,000	RUSSIAN PRINCE	[illegible]	SPARTAN PRINCE	[illegible]
MEXICAN PRINCE	4,400	HIGHLAND PRINCE	[illegible]	IMPERIAL PRINCE	[illegible]
SICILIAN PRINCE	3,700	NAPOLITAN PRINCE	3,700	PERSIAN PRINCE	[illegible]
BRITISH PRINCE	3,150	MOORISH PRINCE	3,150	CASTILLIAN PRINCE	[illegible]
GRECIAN PRINCE	3,075	EASTERN PRINCE	[illegible]	ASIATIC PRINCE	[illegible]
CREOLE PRINCE	3,050	CARIB PRINCE	[illegible]	KAFFIR PRINCE	[illegible]
SYRIAN PRINCE	3,000	ORANGE PRINCE	[illegible]	CYPRIAN PRINCE	[illegible]
INDIAN PRINCE	3,700	SCOTTISH PRINCE	[illegible]	ROMAN PRINCE	[illegible]
TUNISIAN PRINCE	2,875	OCEAN PRINCE	[illegible]	ROYAL PRINCE	[illegible]

Good Accommodation for Passengers.

Sailings every 10 days from Manchester and Liverpool and fortnightly from Antwerp and London to Alexandria and Syrian Coast. The dates are approximate.

SYRIAN PRINCE	due from Manchester	Sept. 9	KAFFIR PRINCE	due from Antwerp & London Sept. 26
SPARTAN PRINCE	" Antwerp & London	" 16	CYPRIAN PRINCE	" Manchester " 26
SAILOR PRINCE	" Manchester	" 19	PERSIAN PRINCE	" Antwerp & Middlesbro Oct. 7

HOMEWARD SAILINGS :— The S.S. Trojan Prince is now loading for Manchester, and will be followed by the S.S. Creole Prince.

For terms of freight or passage apply to **C. J. Grace & Co.,** Alexandria, Agents. 31-12-904

THE NATIONAL MUTUAL LIFE ASSOCIATION OF AUSTRALASIA, LIMITED.

ILLUSTRATION OF POLICY TO PROVIDE £1,000 FOR A CHILD.

Child aged 3 . . . . Father aged 30.

Cash Payment at age 19 £1,000 (with bonuses) Term 16 years.

Annual Premium . . £53 : 13 : 4. Total Cost . . £858 : 13 : 4.

Should Father die before term full policy secured without further payments.
Should child die before term all contributions returned with 4 o/o interest.
Full particulars on application to Agents in Cairo :

S. & A. DE BILINSKI,
KHEDIVIAL BOURSE COURT.

ALEXANDRIA BONDED WAREHOUSE COMPANY, LTD.

(SOCIÉTÉ DES ENTREPÔTS D'ALEXANDRIE)

Bonded Warehouses
IN ALEXANDRIA, CAIRO, PORT SAID, AND SUEZ.

Special Departments for clearing and forwarding and for a luggage and parcel Express Service. Goods delivered against cash for account of shippers. [illegible]

SUDAN GOVERNMENT RAILWAYS.

CAIRO-KHARTOUM SUMMER MAIL SERVICE.

[illegible]

INSURANCE.

LIFE The Edinburgh Life Assurance Company.
MARINE Union Insurance Society of Canton (Limited).
FIDELITY National Guarantee & Suretyship Association (Limited).

Risks accepted at Tariff rates. — Claims liberally and promptly settled.

Agents for Egypt : HEWAT & Co., Alexandria.

Anglo-American Nile Steamer & Hotel Coy.

Weekly departure during Winter Season by the

Luxurious First Class Tourist Steamers VICTORIA, PURITAN & MAYFLOWER.

Regular weekly Departures to the SECOND CATARACT by the S.S. INDIANA.

THROUGH BOOKINGS TO KHARTOUM, GONDOKORO AND THE WHITE NILE.

Steamers and Dahabeahs for private charter. Steam Tugs and Steam Launches for hire.

FREIGHT SERVICE BY STEAM BARGES BETWEEN CAIRO AND ALEXANDRIA.

Working in conjunction and under special arrangement with the "Upper Egypt Hotels Company."

For details and illustrated programmes apply to THE ANGLO-AMERICAN NILE STEAMER and HOTEL COMPANY.

OFFICES IN CAIRO : Sharia Boulac, "Grand Continental Hotel Buildings." 31-3-06

NORDDEUTSCHER LLOYD.

Regular Service from ALEXANDRIA (Passenger and Freight) to NAPLES-MARSEILLES.

SCHLESWIG will leave ALEXANDRIA at 4 p.m. September 20, October 11 & 25 etc.

The following steamers are intended to leave PORT-SAID :

HOMEWARD : for Bremen Hamburg via Naples, Genoa, (Gibraltar), Southampton, Antwerp.

Prinz Heinrich	6300 Tons about 9 Sept.		Preussen	[illegible] Tons about 4 Oct.	
Pr. E. Friedrich	[illegible] " 20 "		Roon	[illegible] " [illegible] "	
Gneisenau	[illegible] " 28 "		Seydlitz	7942 " [illegible] "	

OUTWARD : for CHINA and JAPAN via SUEZ, ADEN, COLOMBO, PENANG, SINGAPORE. — For AUSTRALIA via SUEZ, ADEN, COLOMBO.

Kleist	[illegible] Tons about 4 Sept.		Karlsruhe	[illegible] Tons about [illegible]
Prinzess Alice	10911 " 18 "		Barbarossa	[illegible] " [illegible] Sept.
Sachsen	[illegible] " 3 Oct.		Scharnhorst	8131 " [illegible] Oct.

FOR FURTHER PARTICULARS APPLY TO THE AGENTS OF THE NORDDEUTSCHER LLOYD at Cairo, Alexandria, Port-Said and Suez.
OTTO STERRING, Agent in Cairo, Opera Square.
C. H. SCHOELLER, Agent in Alexandria, [illegible]
Messrs. THOS. COOK & SON (Egypt) Ltd., and CARL STANGEN'S REISEBUREAU are authorised to sell tickets in CAIRO and ALEXANDRIA. [illegible]

Austrian Lloyd's Steam Navigation

Alexandria-Brindisi-Venice-Trieste.

Weekly Express Mail Service. Steamers leave Alexandria every Saturday at 4 p.m. arrive at Brindisi, Tuesday a.m. in time for express to Paris, London, Naples, Rome. Arrival Trieste Wednesday noon connecting with Vienna Express (Trieste-Ostende through-carriage) and expresses to Italy and Germany.

Sept. 2 4 p.m. S.S. Semiramis Capt. Martinolich | Sept. 16 4 p.m. S.S. [illegible] Capt. [illegible]
" 9 " " Cleopatra " Ivellich | " 23 " " Semiramis " Martinolich
" 30 " " Cleopatra " Ivellich

Fortnightly Service : Alexandria-Brindisi & Trieste.

Steamers leaves Alexandria on or about 13 and 27 September.

(Departures from Suez) To Aden, Bombay, Colombo, Penang, Singapore, Hong Kong, Shanghai, Yokohama, Kobé about Sept. 4 and October 5. To Aden and Bombay accelerated service about September 9 and October 9. To Aden, Karachi, Bombay, Colombo, Madras, Rangoon and Calcutta about September 20 and October 20.

East-African Line.

To Aden, Mombassa, Zanzibar, Beira, Delagoa Bay, Durban, about September 3 and October 4. For information apply to the Agents, Alexandria, Port Said and Suez, THOS. COOK & SON, LD., LEON HELLER, Cairo Agent, 4, Sharia Maghraby, (Telephone 129), Cairo; F. TRIBSCHI, Helouan.

Special passage rates granted to Egyptian Government officials, members of the Army of Occupation and their families. 31-12-905

CUNARD LINE.

Alexandria to New-York and Boston via the Continent and Liverpool.

Sailings from LIVERPOOL on Saturdays and Tuesdays. Royal Mail Steamers.

CARONIA	21,000 tons	UMBRIA	8,127 tons	[illegible]	14,280 tons
LUCANIA	12,952 "	ETRURIA	8,120 "	[illegible]	[illegible]
CAMPANIA	12,950 "	AURANIA	7,269 "	[illegible]	[illegible]

Alexandria to New-York via Trieste, Fiume or Palermo.

Regular twin-screw Passenger Service from the Adriatic. Excellent accommodation.

CARPATHIA	13,600 tons	SLAVONIA	10,606 tons
PANNONIA	9,851 "	ULTONIA	10,402 "

All steamers fitted with Marconi's wireless telegraphy. For through tickets from Egypt and particulars apply to the Agents Rodocanachi & Co., Alexandria; [illegible], Cairo; E. Broadbent, Port Said. [illegible]

ELLERMAN LINES, LIMITED.

CITY LINE.	CITY & HALL LINES.
to MALTA, LONDON, COLOMBO & CALCUTTA.	MARSEILLES, LIVERPOOL, BOMBAY & KARACHI.

The undermentioned First Class Passenger Steamers will be despatched from Port Said on or about the following dates for :—

Malta and London	S.S. CITY OF SPARTA	Sept. 12	Marseilles & Liverpool SS. CITY OF BENARES	Sept. 10
Colombo & Calcutta.	S.S. CITY OF CORINTH	Sept. 11	Bombay	

SALOON FARES :—Port Said to Malta £6.0.0. Marseilles, £9.0.0. London or Liverpool, £12.12.0. Colombo, Calcutta, Bombay or Karachi, £25.0.0. Special rates for steamers not carrying Doctor and stewardess. For further particulars apply to

CORY BROS. & Co., Ltd., Agents for CITY Line, Port Said; W. STAPLEDON & Son, Agents for HALL Line, Port Said; or COOK & SON (Egypt) Ltd., Cairo. 22762-26-3-905

The Ellerman Lines Limited.

(Included Westcott & Laurance Line.)

Regular sailings from Liverpool, Glasgow, Antwerp and London to Alexandria. Frequent sailings from Alexandria to Liverpool and London. Through freight rates to Inland towns in Great Britain also to the U. S. A.

Ellerman S.S. *Sardinia*	expected from Liverpool, Swansea, Gibraltar & Malta	is due on or about	Sept. 3
" " *Britannia*	" " direct from Liverpool,	" " "	Sept. 12
Westcott " *Adalia*	" " Antwerp, London, Newcastle & Malta	" " "	Sept. 12

22176-20-2-905 **N. E. TAMVACO,** *Alexandria Agent.*

Navigation Générale Italienne.

Societes Reunies Florio-Rubattino. - Services Postaux. - Departs de Septembre.

Les JEUDIS	7, 14, 21, et 28 à 3 h. p.m. direct pour Messine, Naples, Livourne et Gênes.
Les VENDREDIS	1 et 15 à 3 h. p.m. direct pour Brindisi, Bari, Ancône et Venise.
Les MERCREDIS	6 et 20 à 10 h. a.m. pour les escales de la Syrie et Larnaque.
Le LUNDI	18 à 4 h. p.m. pour Port-Saïd, Suez et Massawah.
Le JEUDI 7 et VENDREDI 29	à 5 h. p.m. pour Port-Saïd.

31-12-905

NATIONAL BANK OF EGYPT.

CAPITAL : L. 2,500,000. RESERVE (ENVIRON) : L. 862,000.

Gouverneur : Sir ELWIN PALMER, K.C.B., K.C.M.G.

Siège Social au Caire, Succursale à Alexandrie, Agence à Assiout, Assouan, Benha, Beni-Souef, Chibin el Kom, Damanhour, Fayoum, Khartoum, Keneh, Mansourah, Minieh, Port-Saïd, Suakim, Sohag, Tantah, Zagazig, Mouski (Caire) et Londres (4 et 5, King William Street).

La National Bank of Egypt reçoit des dépôts à termes fixes, fait des avances et ouvre des comptes courants sur titres, valeurs et marchandises. Elle s'occupe de l'achat et de la vente d'effets sur l'Etranger, de l'encaissement, ainsi que de toutes opérations de Banque. [illegible]

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SUDAN DEVELOPMENT & EXPLORATION COMPANY, LIMITED

[illegible]

TRANSPORT DEPARTMENT. [illegible]

ENGINEERING DEPARTMENT. [illegible]

Calendar of Coming Events

ALEXANDRIA.

September.

Tues. 5 Max. Prince's Restaurant des Bains. Roumanian orchestra, every afternoon. Sundays, morning.
Windsor Hotel. Orchestra. 6 to 11.30 p.m. every day.
Alhambra. Italian company.—*Amore senza stima.* 9.15 p.m.
Crown Casino, Ibrahimieh. 9.30 p.m.
Theatre of Varieties (ex-Ciccolani). 9.30 p.m.
San Stefano Casino. Small Dance. 10 p.m.

Sat. 9 British Rifle Club. Mustapha Rifle Range. 3 p.m.
Max Casino. Anniversary "Reunion des Familles." 9 p.m.
San Stefano Casino. Night Fête. 9.30 p.m.

CAIRO.

September.

Tues. 5 Esbekiah Gardens. Performance by British Military Band. 9 to 11 p.m.
Esbekiah Theatre. Italian Comedy Company. 9.15 p.m.
Theatre des Ambassadeurs. 9.30 p.m.
Theatre des Nouveautés. 9.30 p.m.
Alcazar Parisien. 9.30 p.m.

Fri. 8 Esbekiah Gardens. Performance by British Military Band. 9 to 11 p.m.

DAILY WEATHER REPORT

OBSERVATIONS BY SURVEY DEPARTMENT.

ALEXANDRIA.

Direction of wind	N.W.
Force of wind	Slight
State of sea	Slight
Max. Temp. in the shade	32.2
Min. do. do.	25.5
Humidity	74.5
Rainfall	—

REMARKS.

The weather conditions continue the same. A steady N.W. wind prevails, a slight sea is running, and the barometer is rising.

OTHER STATIONS.

For the 24 hours ending 8 a.m. Yesterday

Stations.	Max. temp. in the shade.	Min. temp. in the shade.	Stations.	Max. temp. in the shade.	Min. temp. in the shade.
Port Said	31	25	Marowe	40	26
Suez	37	24	Berber	41	27
Heliopolis	34	21	Sennin	43	30
Ghizeh	36	19	Khartoum	40	26
Assiout	39	22	Wad Madani	39	23
Assouan	41	23	Dongola	37	25
Wady Halfa	40	27			

FOREIGN STATIONS.

Stations.	Barom.	Wind.	Temp.	State of Sea
Tripoli	756.9	Almost calm	34	Calm
Malta	762.1	Light	30	Moder.
Brindisi	761.7	Light	30	Moder.
Athens	758.7	Very Light	30	Moder.
Crimesnil	758.6	Almost calm	22	Calm

PHASES OF THE MOON

			THE SUN. Rises a.m.	Sets p.m.
Sept. 6	First Quarter	6. 0 a.m.	5.54	6.13
" 13	Full Moon	5.12 p.m.	5.59	6. 4
" 22	Last Quarter	8.14 a.m.	5.43	5.53
" 30	New Moon	6. 0 —	5.47	5.45

THE EGYPTIAN GAZETTE.

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The Egyptian Gazette

An English Daily Newspaper, Established 1880.

Editor & Manager: R. SNELLING.

Price: One Piastre Tariff.

TUESDAY, SEPTEMBER 5, 1905.

LORD KITCHENER & LORD CURZON.

There is nothing to be gained from the study of the unfortunate and bitter controversy that has broken out afresh between Lord Curzon and the Commander-in-Chief of the Indian Army. The debate between the the great viceroy and the great soldier had for its cause and subject views, honestly held and diametrically opposed, concerning the Government of the greatest of the dependencies of the Empire. But whatever its matter, its manner degenerated sadly, and the public have now been invited to witness an undignified alteration between two of the greatest living Englishmen. The only thing gained by the publication of Lord Kitchener's recent correspondence with the Viceroy and the latter's reply, is the absolute certainly that no compromise which had the remotest chance of "working," could have been arranged. Whether the home public or India, or the other great dependencies of the Empire, are the better for their knowledge is a very open question. Lord Kitchener concludes his minute of the 23rd ult. referring to the Viceroy's argumentative summing of his proposals, contained in a despatch dated August 10, and forwarded to the Secretary of State, as follows:—"As regards the whole summary, it gives a description of my proposals entirely inconsistent with the views I actually hold. It leaves the Secretary of State under the impression that I am trying to substitute my own view for his orders, and have failed to accept those orders loyally where they differed from my original proposals." The Viceroy, in a long reply, says that Lord Kitchener's minute was published at his own request. Since Lord Kitchener thought fit to publicly challenge Lord Curzon's statements, and although Lord Curzon deprecates a controversy on technical points, and though a summary condensed for the telegraph could not necessarily do full justice to every feature of the case, he (Lord Curzon) gladly welcomes the chance of substantiating every statement made, and of proving the correctness of the inferences he drew from them. The result is not editying. Lord Curzon's reputation for public spirit and for the diplomatic caution, which his Parliamentary critics asserted that he carried to excess while Under-Secretary of State for Foreign Affairs, and Lord Kitchener's reputation as a strong man gifted with almost melodramatic self-command and capacity for silence have suffered terribly from the publication of their respective contributions to the controversy. Our public men seem to have lost the gift of silence in cases where their amour-propre is involved. We hope this may be the last of a series of indiscretions which began with General Buller's speech.

PEACE.

The news received a few days ago from Tokio that the radical party in Japan and the mass of the populace might yet bring the results of the Peace Conference to naught, has happily not been confirmed by subsequent events. The Japanese cannot be expected to show the same satisfaction at the material results of their success as they would have done had the whole island of Saghalien fallen into their hands and had a large indemnity recouped them for their expenses. But while the news of popular dissatisfaction goes far to confirm the opinion of those who hold that at present peoples are more warlike than kings or aristocracies, we imagine that the extraordinary self control and patriotism which the Japanese people have learnt from the military caste of the Samurai will prevent them from showing their resentment too forcibly and that the joy that hundreds and thousands of families will experience at the return of what may fairly be called "the ever-victorious Army" will sweep away all feelings of wounded pride or dissatisfaction. After all Japan has gained enormously—in fact her success has given her the certainty of a continued existence as a nation. Three years ago Japan seemed destined to become Russia's vassal or victim. To-day, she is the England of the East, and her emblem of the rising sun that commemorates the descent of her illustrious line of rulers from the Dawn Goddess is a fair omen of future success.

On the other hand no one will grudge M. de Witte his triumph. Unaccustomed to diplomacy, speaking English not at all and French but poorly, out of favor with Tsar and Court, detested by the Socialist party and taunted by half the European and American Press with the certainty of humiliation, Sergius de Witte went to the Congress with every handicap and returns bearing Peace with Honor. We must acknowledge the moderation of the Japanese but this acknowledgement is in itself a compliment to the influence of the anyielding Russian on his opponents.

CALENDAR OF THE WEEK.

(*Coptic and Mohamedan.*)

Sun.	3	Heliacal rising of Suhéyl (Canopus).
Mon.	4	Increase of humidity. Take precautions against dysentery and opthalmia.
Tues.	5	Heat and thirst diminish.
Wed.	6	
Thurs.	7	Separate ewes from rams.
Fri.	8	Spawning of fishes.
Sat.	9	It is good to take the air in the evenings.

PEACE TREATY SIGNED.

TSAR'S TELEGRAM TO LINIEVITCH.

JAPAN CEDED ALL POINTS.

PORTSMOUTH (N.H.), September 4.
The treaty will be signed at five o'clock this afternoon. It is ratifiable after fifty days.
The Japanese expect to leave to-morrow, the Russians on Wednesday.

(Later). The treaty of peace was signed this afternoon. *(Reuter)*

ST. PETERSBURG, September 4.
The Tsar's telegram to General Linievitch says that Japan yielded to Russia's demands upon all the conditions. *(Reuter)*

PORTSMOUTH (U.S.A.), September 4.
The peace treaty will be signed to-morrow. *(Havas)*

THE SHAH IN RUSSIA.

BANQUET AT PETERHOF.

ST. PETERSBURG, September 4.
Yesterday, at a banquet at Peterhof in honor of the Shah, the Tsar's toast expressed his desire to demonstrate personally his pleasure in renewing his assurances of friendship and his best wishes for the prosperity of Persia. The Shah replied, profoundly thanking the Tsar for his cordial reception. He drank to his prosperity and greatness. *(Reuter)*

FRANCE AND MOROCCO.

ULTIMATUM EXPIRES TO-DAY.

PARIS, September 4.
The French ultimatum to Morocco expires to-morrow. *(Reuter)*

TURKEY AND GREECE.

RAPPROCHEMENT ANTICIPATED.

CONSTANTINOPLE, September 4.
Prince and Princess Nicholas of Greece have been staying here. The Sultan showed them marked attention. This is regarded as indicating a rapprochement of Turkey and Greece regarding Macedonia. *(Reuter)*

EAST AFRICAN RISING.

EUROPEANS MURDERED.

BERLIN, September 4.
Official despatches received here show that the rebellion in East Africa is becoming formidable, and is spreading to districts hitherto regarded as being loyal. The caravans on route for the Great Lakes have been attacked. The Europeans in the region of the Ruaha River have been murdered. *(Reuter)*

CHOLERA IN EUROPE.

CASES INCREASING RAPIDLY.

BERLIN, September 4.
Until now there have been in Prussia 66 cases of cholera, of which 23 were fatal. *(Reuter)*

BERLIN, September 4.
Seventy cases of cholera have been notified in Prussia and twenty-three deaths. *(Havas)*

BARCELONA BOMB EXPLOSION.

BARCELONA, September 4.
Four persons were killed and about sixty injured by the bomb explosion of the day before yesterday. *(Havas)*

THE KHEDIVE.

VIENNA, September 4.
H.H. the Khedive has arrived. *(Havas)*

PERSONAL AND SOCIAL.

Commandant Lemaire, of the Congo Free State service, will probably return to Cairo next January, and will, it is hoped, give a lecture before the Khedivial Geographical Society on the regions which he has explored.

Mr. T. H. Marsden, sub-manager of the Alexandria branch of the Anglo-Egyptian Bank, has arrived from England.

M. Girard, chief accountant of the Société des Sucreries et de la Raffinerie d'Egypte is expected to arrive by the French boat to-day.

Mr. J. C. Maclaren arrived by the Austrian Lloyd boat yesterday.

We regret to announce the death, which occurred last night at Mammern, Switzerland, of M. Aris Georges Mabardi, a partner in the well-known firm of Messrs. Steinemann, Mabardi and Company, of Alexandria.

LOCAL AND GENERAL.

THE PLAGUE.—A native boy was found dead in a house in the Bab Sidra Barrani on Sunday. This is only case of plague reported in yesterday's bulletin.

STRAY AND OWNERLESS DOGS found in the Boulac quarter of Cairo during to-morrow night and at dawn of the 7th inst. will be poisoned by the police.

EDITOR IN TROUBLE. — The editor of "Al Khilâs," a native satirical journal was condemned yesterday by the Saida Zeinab Summary Court to nine months imprisonments with hard labour for diffamation of character.

TRAIN DERAILED.—A goods train ran off the line near the Matarieh Station on Sunday night owing it is said to the driver having taken a curve at excessive speed. Traffic was delayed till a late hour on Monday morning by the accident.

"REUNION DES FAMILLES" SOCIETY.—On the occasion of the ninth anniversary of this society a grand "soirée de gala" will be held at the Mex Casino on Saturday next, commencing at 9.30 p.m. The casino will be illuminated, there will be a display of fireworks, and it will also be made the occasion of the last ball of the season.

LAMBS AND DOVES.—One of our native contemporaries recently published an extraordinary tale according to which Mansfield Pasha was hastening from England to remonstrate with Mr. Moberly who had sold two lambs and some pigeons belonging to the Chief of the Cairo Police. Though it referred to lambs and doves the tale proved to merit the title of "a cock-and-bull story."

A CHARITABLE ACT.—A slight outbreak of fire occurred at 16, Rue Abou Dardar, Alexandria, the other day but was quickly extinguished. The damages could not be recovered from the insurers, "La Polar" Société Anonyme d'Assurances, Bilbao, but M G. Kaal, agent of the insurance company, very generously subscribed the whole amount. The house in which the fire broke out is a ladies' pension which is managed by the Religious Sisters of Nôtre Dâme de Délivrande.

FIREWORK EXPLOSION.—It appears that the name of the employé killed by the explosion of the first firework at Ras el Tin on September 1 was Ali Awad and not Adb el Meguid Effendi Hamdi, as we were first informed by the gouvernorat. The deceased, an employé of the Army Stores Department, was sent to Alexandria to light the fuses of the mortars from which the rockets were discharged. He was literally blown to pieces by the bursting of the first mortar fired, which appears to have been overcharged at Cairo. Gellab Wahba, who was also wounded, expired two hours after reaching the Government hospital.

"L'UNION ARTISTIQUE FRANÇAISE."—The sixth performance of the "Union Artistique Française" will be given at the Eden Theatre to-morrow evening, commencing at 9 p.m. The first part of the programme will consist of an orchestral piece, the waltz "Eternelle Folie," and a pianoforte solo, "Trot du Cavalier," played by Mme Barabino, and this will be followed by the one act comedy entitled *Les Deux Timides*. The second part will commence with the waltz, "Belle capricieuse" played by the orchestra, after which M. H. Tirinanzi will give a flute solo, accompanied on the piano by M. Corbo, and Mme Barbarino and her daughter of six years of age will then play a pianoforte duet. The one-act comic opera, *A Clichy*, will be played in this part. The third part of the programme will consist of a violin solo by M. Corbo, a pianoforte solo by Mme Barbarino, and the comedy entitled *La Grammaire*.

THE PYRAMIDS.—There are not very many spots in Egypt which have such an historical past as the Ghizeh Pyramids, but hitherto residents and others desirous of visiting the Pyramids have found it rather inconvenient in the way of obtaining refreshments. It is therefore with very great pleasure that we note the enterprise that has filled a long-felt want by the establishment of a bar and restaurant there. Excellent arrangements have been made for catering of every description at the "Pyramids" bar and restaurant situated opposite Mena House Hotel, at the foot of the Pyramids. One can obtain everything one requires to satisfy the inner man here, at very reasonable rates. A sure guarantee that all the mineral waters, wines, spirits, beers etc. retailed at this bar and restaurant are of the best quality, is the fact that they are supplied by Mr. N. Spatis, the well-known merchant and mineral water manufacturer.

BRITISH CHAMBER OF COMMERCE.—We would draw the attention of manufacturers and merchants to the work of the British Chamber of Commerce of Egypt, which was formed in 1896 with the sole object of assisting British trade in this country. The services of the Chamber are always at the disposal of any member desiring information on trade matters generally, including the question of appointing suitable agents. As no fee is charged for such advice, it is obviously in the interests of all British traders here to become members, especially when it is remembered that the annual subscription is merely the nominal one of £1. The latter payment also includes a copy of the monthly Journal issued by the Chamber. Home enquirers can obtain further particulars from our London office, 36, New Broad-street, which acts as agents to the Chamber.

THE SUCRERIES AFFAIR.

PROPOSED GENERAL MEETING.

(FROM OUR LONDON CORRESPONDENT).

(*By Telegraph*).
London, Monday.

Sir Ernest Cassel has met the managers of the Sucreries et Raffineries d'Egypte in consultation at Paris, and Maître Carton de Wiart was also present. The question which the meeting was called together to decide was the possibility of convening a meeting of shareholders, but the matter was left in abeyance, as it is uncertain whether Egyptian law permits the summoning of a shareholder's meeting in such a manner. It is possible that the sole right of calling together such a meeting rests with the liquidator appointed by the Cairo courts. The conference was adjourned until to-day.

ASSOUAN AND LUXOR.

HOTEL NOTES.

(FROM OUR CORRESPONDENT.)

Assouan, Sunday.

The new hotel at Luxor now being erected by the Upper Egypt Hotels Co., is situated on the river bank just before Mr. Irsingers' house, known to most tourists as the "Dutchman's castle." The hotel is being built on a site covering eighteen feddans. There will be about 150 rooms, 24 of which will have a bathroom attached. There is also a magnificent hall, and two large covered verandahs, one of which faces the river. Tourists will also find a large billiard room and some fine tennis courts. The water supply has also received special attention, an artesian well having been bored for the exclusive use of the hotel. This fine hotel will be opened in the season of 1907, and the present Luxor Hotel will be used as an auxiliary to it.

The well known Cataract Hotel at Assouan is to be enlarged for the coming season. One new wing is being added on the west side comprising several private suites, and another 40 bedrooms. Mr. Pagnon has also decided to enlarge the present hall, which has always been so much in favor with tourists.

This splendid hotel can now accomodate 300 people, and it is said that orders are already flowing in for rooms to be reserved. The hotel will open as usual the first week in November.

THE CLIMATE OF EGYPT.

There is a generally expressed opinion among most old residents, including Dr. Abbate Pasha, president of the Khedivial Geographical Society, who has resided over 50 years in this country, that the climate of Egypt is undergoing a gradual change and the reason assigned is that, owing to the Assouan Reservoir and the various irrigation works recently established, the area of cultivated land has enormously increased of late, and in consequence the amount of water evaporation is greater. The Suez Canal is also supposed by some to have contributed in bringing about the change.

A report was spread some time ago that the Sphinx at Ghizeh disclosed signs of crumbling, owing to these altered meteorological conditions, but careful inquiries showed that the rumours were untrue and Captain Lyons, director-general of the Survey Department, who is an acknowledged authority on such matters, has recently stated that none of the observations made during late years indicate any gradual or permanent change in the climate. Judging by the experiences of the summer now drawing to a close it certainly does not give residents, especially of Cairo, any reason for thinking that the heat is growing less, for this has been one of the most trying of hot seasons.

THE FRENCH SQUADRON.

Our Suez correspondent writes under yesterday's date as follows:—

The seven French destroyers, and torpedo-boats came out of the Canal yesterday at 4.30 p.m., after a very quick run through, and moored in the Port Ibrahim basin, waiting for the cruiser Foudre, which arrived here in the forenoon to-day and anchored in the roads.

The squadron will sail to-morrow at noon for Djibouti.

CLOSE OF AN INCIDENT.

We are informed that the incident, which took place on the quays on Tuesday the 29th ult., the importance of which has been much exaggerated, has been closed to the satisfaction of all parties.

The lady therein concerned, wishing to avoid all unfriendly comment on the energetic movement that escaped her in a moment of over excitement, has, of her own accord, withdrawn the complaint she made against the Custom House employés, while the latter, deferring to the wishes of the acting director-general of the Customs Administration, withdrew their action against the lady in question. The tact and courtesy that have led to this happy solution deserve a generous recognition.

CONSTANTINOPLE NOTES.

THE HASHISH TRADE.

(FROM OUR CORRESPONDENT.)

Constantinople, September 1.

I hear from Athens that M. Rallys, President of the Council of Ministers, replying at a meeting held at Volo to the deputies of that district, who demanded State aid for the purpose of increasing the tobacco export of Volo, stated that the final negotiations for a new commercial treaty between Egypt and Greece were to be opened in the near future, and that the Hellenic Government's first care would be the safeguarding of the interests of the Thessalian tobacco-growers. M. Rallys added that he hoped that all divergencies of opinion between the Governments referring to the cultivation of hashish in Greece and to the closing of Greek gambling houses in Egypt, would soon be settled to the satisfaction of all concerned.

CONSULAR AND DIPLOMATIC.

Last week M. Anders, Dragoman of the German Consulate General at Cairo, arrived here on leave. M. Eugene von Kuczynski, formerly Austro-Hungarian Consul General at Alexandria, and actually Minister at Rio-de-Janeiro, has been transferred, so say the Vienna papers, to Pekin. M. Guy the dragoman of the French Embassy here, is to be transferred, as you doubtless know, to Cairo and his place will be taken by M. Bougani, recently attached to the Consulate-General at Muscat.

NOTES FROM CYPRUS.

THE HIGH COMMISSIONER.

(FROM OUR CORRESPONDENT).

Nicosia, August 24.

His Excellency the High Commissioner who is accompanied by his wife and family, is now making a stay of two or three days at the Monastery of Kykkou, which is situated in a romantic and picturesque spot in the Southern range.

AGRICULTURAL NOTES.

The post of Director of Agriculture, which has been vacant for eight months, since the resignation of Mr. Gennadius in December last, has been given to Mr. Diomedes Sarasomenos. This gentleman was for many years Professor of Natural Science in the Gymnasia of Athens, and also a sub-director of the School of Agriculture of that city, and was for seven years Director of the Agricultural Stations at Missolonghi and Corfu. He holds the diplomas of the Institut Agronomique de Paris and of the Académie des Sciences (Sorbonne) Paris. He has now taken up his duties. Many matters will call for his early attention, and it is likely that an impetus will now be given to the experimental cultivation of cotton, cereals, and other seeds and plants. It is known that Professor Wyndham Dunstan, F. R. S., the Secretary to the Imperial Institute, was out here last spring for the express purpose of examining into and reporting upon the possibilities of developing the agricultural resources of the Island, and some practical results of his investigations and recommendations may now, perhaps, be looked for. The agricultural prosperity of Cyprus may by truly said to depend, in large measure, upon its water supply, and, of late years, efforts have not been wanting to improve and augment the facilities for irrigation. The formation of large reservoirs in the Messaoria at a considerable expense have not, as yet, fulfilled the hopes that were entertained respecting them, and although, no doubt, that undertaking need not be regarded as valueless, further outlay will, undoubtedly, be needed before these reservoirs can be put to thorough utility. At present they are mainly dependent upon the river water for their supply, but as this comes down in flood only during a few days in the year, and is then largely tapped by riparian villagers, but a small quantity reaches the reservoirs. If this thorny question could be satisfactorily solved, we should probably see a great deal of land, now idle, put into regular cultivation. The attempts at Artesian boring now being carried out at Nicosia are therefore, of intense general interest. We understand that the boring has now reached a depth of nearly 350 feet.

THE WEATHER.

The weather, which was fairly hot last week, averaging, at Nicosia, from 99° to 102° Fahrenheit, has now been become cooler, and indeed there is little to complain of as regards the temperature here. At Troodos, we hear, it has been quite fresh, particularly at nights, and those living in tents have needed additional coverings.

POLICE UNIFORMS.

By order of the new Chief Commandant of Police, the zaptiehs now wear white cloths over their fezes, which fall over their necks, and, besides being picturesque they should afford a grateful protection from the sun's rays.

BEYROUT-DAMASCUS-HAURAN LIGHT RAILWAY.

TURKISH RAILWAY ENTERPRISE.

(FROM OUR CORRESPONDENT.)

Beyrout, September 1.

Railway enterprises in Turkey without kilometric guarantee are apt to prove financial failures in their incipient stage, things progress so slowly in that Empire. The Beyrout-Damascus narrow gauge line has had particularly disastrous results owing to multifarious reasons. British influence which—thanks to the vigilance and diplomatic skill of its representative has since taken the ascendency—had, at the period of the construction of the line, not quite supplanted French political preponderance in the Lebanon, and France considered herself the chief protector of the semi-independant province, and it is thought that the line was made to wind over such awkward heights of the Mountain chiefly to please the Lebanese and form a sort of iron link to further knit the friendship, and strengthen the bond between France and its protegé. It is not an uncommon thing for the chivalrous French to allow their feelings to get the better of their pratical sense. Political and personal reasons caused the railroad to be constructed through a most awkward country, the gradients at some acclivities of the Lebanon being at as much as seven metres per kilometre. Then the extravagances and robberies in the contract department are said to have been so general, that it is estimated the cost of building the line was more than twice as much as it would have been, were the expenditure judicious and the contracts works works entrusted to honest hands, and subjected to proper control.

Even then had it not been for the extension to Homs-Hama the concern would still be a losing one. The consumption of coal involved in the crossing of those steep gradients of the Lebanon is enormous, while the capacity of the locomotives is thereby considerably limited. These disabilities have further been accentuated by inadequate management of which there have been, and are still, glaring instances. The catastrophe of the year before last is too notorious to require anything beyond mere mention, while the various minor accidents that occured during last summer owing to the insufficiency of old locomotives and the large influx of passengers, all point to far from vigilant control and intelligent management. The local directors here throw the blame on the central administration, which limits their field of action, and does not encourage any spirit of initiative on their part. This is the evil of centralisation, which found its apotheosis in the Russian bureaucracy.

The passenger service during the summer months yields important receipts, but there is nothing done to improve it. Indeed the passengers' comfort would not have been more lightly thought of had all those respectable folks been so many dumb cattle. The first-class carriages are fitted up more wretchedly than third-class carriages in other civilised countries, while the second-class carriages do not differ from cattle trains, except in being fitted up with straight and uncomfortable wooden benches. But this is not all. The windows of the first-class compartments have no blinds, and as the suburban train starts from Beyrout at about 5 p.m. the passengers are subjected to a semi-tropical sun for about two hours, while after sunset the primitive looking oil lamps fixed to the ceiling do not sometimes give any light, owing presumably to the bad quality of the oil, or more likely to utter neglect. I had to use up almost a whole match-box to find my stick on arrival the other day at Aley in the dark.

And over and above all this the company imposes such onerous conditions on the passengers, and especially the subscribers among them, and ignores so totally the elementary principles of reciprocity of rights that one is forced to the belief that the company considers the service it performs as a gratuitous one, and one, therefore that should be accepted by the country as a boon.

But reform has been known to follow oftenest after great abuses, and some seam to see signs of awakening on the part of the company, and they put their trust in the change of management. Indeed I have known the present director, while he was yet acting-director, to take such an active and sincere interest in the question of the satisfaction of the passengers that he would in person go at early hours to the station to see things for himself. The chief cause of complaint was lately the insufficiency of carriages, and it has been decided by the present director that whenever a train was filled a supplementary one should be added, to start soon after the first train, and carry the passengers that had been left behind, thus avoiding encumbrance and the danger of straining the locomotive through overloading. A further grievance is the fact that passengers provided with first-class tickets have sometimes for want of room to go into second-class compartments and vice-versa. Surely the company can know the number of places available and can therefore instruct the ticket clerk not to issue any tickets in excess of the number of places allotted. But let us hope with the optimists that under the new management a new era of reform will be inaugurated. "This is a consummation devoutly to be wished."

It is to be hoped, however, that reform in other directions will be effected as well. A most injudicious economy is still being displayed in the remuneration of the staff of employés. Ex-chauffeurs with inferior salaries have taken the place of certificated engineers engaged in France on the initiation of the work of exploitation, regardless of the risk to life and property that this might involve. It is true that the appointments of the French Heads of Departments have also been sensibly reduced, but still a great disproportion exists between the remuneration of the superior and subordinate employés. The latter, upon whom the largest and hardest share of the work devolves, such as station masters, etc., are paid pittiful salaries, and out of all proportion with the output of work performed. Their only fault perhaps is the fact of being natives, for since the company has been able to pay liberal bonuses to its directors it could have meted out the same treatment to its other servants, who have not contributed less actively to the development of its business because they are less conspicuous. The company must realise that insufficiently paid labour must necessarily end by being inefficient, and in their own interest, and in mere consideration of the principles of justice and humanity, it is to be hoped that due attention will be paid to this question of the remuneration of the secondary employés.

The extension from Rayak to Homs and Hama is a broad gauge line, and although the passengers on that line are mostly filthy peasants, and men of rather primitive habits, yet the carriages are fitted up in a comparatively luxuriant style.

The Homs-Hama extension served to develop considerably the traffic of the company, and, as a natural corollary, widened the scope of the commercial activities of Beyrout, while it reduced the port of Tripoli to a nullity. All the exports of wool and grain that used to find outlet at Tripoli have been diverted to Beyrout, thanks to the railway. The advantages of rail carriage are manifestly superior to transport by the primitive means of camel and mules. Besides the economy of time and punctual delivery, more or less, there is the fact of greater security, which is an important consideration for the insurance. But the narrow line of Beyrout seems to fail to answer the requirements of the traffic, and fulfil all these advantages. The grain crops of the Homs and Hama districts being exceptionally abundant this year, it is estimated that no less than 40,000 tons of barley, beans, etc., but chiefly of the first-named article, will be destined for exportation. But I have heard it said that the railway company frankly avowed its inability to carry more than half of this quantity, and the remainder will have to lie over till next year or be transported on camel back to Tripoli. As our grain exports are chiefly destined for the United Kingdom, the matter necessarily affects British maritime interests, for loading in a sheltered harbour is infinitely more expeditious than in an open roadstead, and quick despatch is a matter of vital importance to shipping. The present director is doing his best to cope with this increased demand of commerce, and they say that in addition to the six trains that have heretofore been running each way daily between Rayak and Beyrout, another eight trains are to be further put in use. But the evil is inherent, and lies in the defectiveness of the line both in respect of its narrowness and steepness. The tonnage capacity of the trains is by far too restricted.

NOTES FROM SUAKIN.

RAINS CAUSE GREAT DAMAGE.

(FROM OUR CORRESPONDENT).

Suakin, August 30.

Heavy rains keep coming down on the railway lines and washing them away in several places, and it is only with the greatest difficulty that the lines can be kept in position. Many trains from here had to be suspended, owing to the line being broken in several places. Bimbashi Sowerby, Bimbashi Lord, and Mr. Hickley, with all their gangs of thousands, are working day and night under the heavy torrents of rain to repair the broken parts.

THE CONDENSOR EXPLOSION.

I have much pleasure in informing you that Mr. Warn and Mr. Archer, who were lately scalded by an explosion of a steam-pipe in the condensor, have now completely recovered, and both have resumed their duties. All the damaged parts in the condensor have been replaced and a new lime-catcher supplied; the unlucky Suakin railway condensor is now at work once more and turning out very pure water.

SPORT AND PLAY.

KHEDIVIAL YACHT CLUB.

REGATTA.

The following is to-morrow's handicap, when two handsome cups given by the Commodore will be raced for:—

CLASS I.

Boat.	Time of Start.
Snook	3.20
Jenny } Minnie }	3.26
Tier el Mina	3.28
Coot	3.29
Celtic	3.33
Leman	3.36
Banshee	3.40
Sans Pareille	3.46

CLASS II.

Jessica } Akrash }	3.50
Tantah	3.58
Gunrock	4.00
Mast	4.02
Calypso	4.05

Class I. Course D.
Class II. Course B.

Members are requested to note and to alter their charts of Course B. as follows:—for Boghaz Pass mark "Port hand" substitute Boghaz Pass mark "Starboard hand."

LA CRISE DES SUCRES

De la "Liberté :" Des renseignements absolument vérifiés, il résulte que le bilan des pertes de Cronier s'établit de la façon suivante : 20 millions formant sa fortune personnelle ; 25 millions détournés des raffineries d'Egypte, sous forme de traites endossées par les banques privées ; cette Société subit donc un désastre complet ; 21 millions détournés des caisses des raffineries Say ; 9 millions constituant les bénéfices acquis de l'année en cours et 12 millions de la réserve de l'année dernière ; effectivement, le tout est représenté par des bons de caisses aujourd'hui sans valeur. Il reste à ajouter les 23 millions de la succession Say, qui s'élevait à 40 millions, sur lesquels les héritiers n'ont touché que 17 millions. Au total, quatre-vingt-neuf millions. A ces sommes payées, s'ajouteront les différences non encore soldées et qu'on ne saurait évaluer, car elles s'appliquent à des opérations en cours sur les sucres.

M. Dorizon, directeur de la Société générale et administrateur de la Société anonyme des Raffinerie et Sucrerie Say, a fait, à un collaborateur du "Temps," qui lui demandait s'il était exact, comme le bruit en avait couru, que l'établissement de crédit qu'il dirige eût engagé avec Cronier une soixantaine de millions dans des opérations sucrières, la déclaration suivante : "Vous pouvez démentir de la façon la plus catégorique ce bruit. Ni la Société Générale, ni d'ailleurs aucun des grands établissements de crédit n'a pour un centime de papier portant la signature de Cronier. Personnellement, je n'ai aucun engagement non plus avec Cronier qui a commis des opérations tout à fait répréhensibles en mettant à la dispositon de la Société Henri Say et Cie, dont il était le liquidateur, des sommes empruntées à la Société anonyme qu'il présidait. Je ne vous ferais pas une pareille déclaration si elle n'était pas absolument conforme à la vérité. Il est, en effet, possible qu'on soit obligé d'établir et de produire la situation de la Raffinerie d'Egypte, auquel cas on verra bien quels sont les créanciers.

Voici la note que le Conseil d'administration de la Société de la Raffinerie et de la Sucrerie Say a fait publier :

"Le Conseil d'Administration tient à déclarer que ce grand établissement n'est nullement engagé pour son compte dans les spéculations qui ont amené la ruine et la mort de son président. La liquidation Henri Say et Cie, dont M. Cronier était liquidateur avec les pouvoirs les plus étendus, a emprunté à la raffinerie des sommes très importantes. En outre, la même liquidation Henri Say a mis en circulation pour une somme considérable de traites sur la Société des Raffineries d'Egypte, dont M. Cronier était le président. Il est à noter que ces effets de commerce, qui on pu être facilement escomptés à Paris, ne se trouvent dans aucun des grands établissements de crédit de la place.

"Dans quelle mesure la liquidation Henri Say pourra-t-elle faire face à ses engagements ? Il est impossible de le dire à l'heure actuelle. On a la certitude qu'il y aura un gros déficit. Mais la Raffinerie Say est, dès aujourd'hui, en état de faire face à ses échéances et le nombreux personnel ouvrier qu'elle occupe peut être assuré que le travail ne sera pas interrompu."

Corbeille des Valeurs

L'Assemblée Générale Extraordinaire, tenue samedi par l'Association des Courtiers en Valeurs a décidé l'admission à la cote de :

1° Comptoir Financier et Commercial ;

2° The Egyptian Enterprise and Development Company ;

3° Building Land of Egypt ;

4° Société Anonyme Egyptienne d'Electricité ;

5° The Delta and Upper Navigation Company.

Elle a aussi désigné une délégation prise dans le sein du Comité pour se mettre en rapport avec la Société des Sucreries et Raffinerie d'Egypte afin d'obtenir de cette Société des éclaircissements sur sa situation.

Sur le Canal Mahmoudieh

Depuis que les différentes administrations de la ville, police, service sanitaire, service de la voirie, refusent de considérer comme de leur ressort la surveillance du Canal Mahmoudieh, et se renvoient de l'une à l'autre la responsabilité des abus qui peuvent s'y commettre, on y débarque furtivement toutes sortes de matériaux, briques, terres, fumier, etc.

Il faudrait, pourtant, savoir à qui incombe le soin de faire respecter le règlement sur le débarquement des marchandises, car, à cause de l'incurie du service d'entretien et du stationnement de matériaux encombrants sur la chaussée et sur le canal la promenade en barques et le long du Mahmoudieh, qui était autrefois en grande faveur parmi les Alexandrins, a été peu à peu abandonnée.

C'est surtout en face de la Mosquée Moharrem Bey et du sérail S fa que s'opèrent les débarquements en question. La semaine dernière une barque chargée de fumier et de matières en putréfaction y a stationné cinq jours durant. On est actuellement en train d'y décharger une montagne de paille. Et il en est ainsi tous les jours sur tout le parcours du canal, en dépit des plaintes réitérées des habitants riverains. Le chaouiche de garde disparaît comme par enchantement chaque fois que sa présence serait nécessaire.

Nous portons ces faits à la connaissance de l'administrateur intérimaire de la Municipalité pour qu'il mette enfin un terme à ces abus.

BULLETIN DE LA BOURSE

(Aujourd'hui à midi et demie)

Le marché a été calme ce matin avec tendance plutôt faible. En fait de transactions, il n'y a guère à signaler que quelques milliers d'Estates et un certain nombre de Sucreries.

En dépit de la faiblesse générale, les Estates conservent la hausse acquise et clôturent à 1½, prix auquel de nombreuses affaires ont eu lieu.

Quant aux Sucreries, après avoir débuté à 41, elles remontent graduellement à 43 1/2 acheteurs, cours de clôture.

Sir Ernest Cassel s'est entretenu en présence de Me Carton de Wiart avec les administrateurs de la société des Sucreries et Raffinerie d'Egypte à Paris. Il s'agissait de décider si l'on pouvait convoquer, une assemblée des actionnaires ; mais cette convocation a été ajournée parce qu'il est douteux que la loi égyptienne permette de convoquer de la sorte une assemblée des actionnaires. Il se peut qu'un tel droit soit le privilège exclusif du liquidateur nommé par les tribunaux du Caire. La suite de l'entretien a été remis à ce soir.

Il faut encore noter la reprise des Markets de 24/3 à 24/6 et de la National Bank de 27 11/16 à 27 3/4.

Les autres changements indiquent tous une réaction : l'action Crédit Foncier fléchit de 820 à 816, l'Investment de 1 5/16 à 1 9/32, la Nungovich de 10 13/32 à 10 5/16 et l'Alexandria Water Company de 15 1/8 à 15.

Administration des Chemins de fer de l'Etat

AVIS

Le Conseil d'Administration a l'honneur d'informer le public que les travaux de renforcement à exécuter au pont de Birket-el-Sab nécessiteront sa fermeture à la navigation les 10, 11, 12, 13 et 14 septembre courant.

Le Caire, le 3 septembre 1905. 26,388-1

MOUVEMENT MARITIME
DU PORT D'ALEXANDRIE

ARRIVÉES

3 Septembre

Chypre et Port-Saïd ; 1 j., vap. ang. Bear, cap. Ganci, ton 363, à Minotto.

Glasgow ; 15 j., vap. ang. Grampian Range, cap. Rea, ton. 2017, à Barber & Son.

4 Septembre

Trieste et Brindisi ; 60 h., vap. autr. Cleopatra, cap. Ivellich, ton. 2132, au Lloyd Autr.

Cavalla ; 3 j. 3/4, vap. ott. Eleni, cap. Nomlis, ton. 555, à Ismiridi.

Venise et Brindisi ; 63 h., vap. ital. Nilo, cap. Tongzoli, ton 1508, à la Cie Florio Rubattino.

Wilory Feinland ; 13 j. ½, vap. norv. Admiral Borresen, cap. Reinertsen, ton. 2621, à J. Ross.

5 Septembre

Massawah et Port-Saïd, 15 h. vap. ital. Enna, cap. Traverso, ton. 1011, à la Cie Florio Rubattino.

Marseille ; 4 j. ½, vap. franç. Niger, cap. Camugli, ton 2266, aux Messageries Maritimes.

Constantinople et Pirée ; 40 h., vap. ang. Prince Abbas, cap. Anderlich, ton. 851, à la Khedivial Mail.

Alexandrette ; 2 j. ½, vap. ang. Milo, cap. Burnett, ton. 683, à Minotto.

DÉPARTS

3 Septembre

Constantinople ; vap. hell. Achille, cap. Ghikas, sur lest.

4 Septembre

Constantinople ; vap. hell. Vassilissa Olga, cap. Couradis.

Taganrog ; vap. autr. Bitinia, cap. Kamniarovich, sur lest.

Constantinople ; vap. ang. Dingwall, cap. Grissick, sur lest.

STOCKS AND SHARES

Closing Prices, to-day at 1 p.m.

Shares		
	BANKS.	
Lst. 18 ¾	Imperial Ottoman Bank	—
„ 27 ¾	Nat. Bank of Egypt ...	—
„ —	do do New	27⅜
Fcs. 426 —	National Bank of Greece	—
L.E. — 1/16	Banque Industrielle ...	—
Fcs. 316 —	Crédit Foncier Egyptien	9600
	[Lottery Bonds	313
Lst. 14 13/32	Agricultural Bank ...	9 1/16
Fcs. 127 ½	Banque d'Athènes ...	—
Lst. 1 9/32	Egypt. Investment Co.	—
„ 9 1/16	Land Bank of Egypt ...	85
	LAND, &c.	
Fcs. 900 —	Agric.-Indust. Egypt ...	530
	Fond.	950
L.E. 43 —	Behera Company	5 1/16
Lst. 2 ⅜	Egypt. Delta Land Co. ...	—
„ 6 ⅛	Wardan Estate Coy. ...	5
„ 4 ⅜	Land & Mortgage ...	—
„ 27 15/16	New Daira Sanieh Fond.	176
„ — —	Corporation of Western Egypt	1⅜
31/6 —	New Egyptian Co. ...	—
	Egypt. Estates Ltd. ...	1½
	COMMERCIAL INDUSTRIAL	
Lst. 30 —	Alexand. Bonded Stores Pref.	4¾
„ — ¾	Anglo-Egypt. Spinning Co.	—
„ 25 —	Bourse Khédiviale ...	—
„ 75 —	pref. Cairo Sewage Transport Ord.	60
Fcs. 215 —ex	Cr. Brewery Alex. Fond.	125
„ — —	do do 6 % Debs.	500
„ 121 —	do Cairo Fond.	63
Sh. 5/10 ½	Egypt. Cotton Mills ...	—
„ 24/6 —	do Markets	100
„ 34/6 —	do Salt and Soda Fond.	—
Fcs. 70 —	Ciments d'Egypte ...	18
Lst. —	Egypt. Trust & Invest.	1 11/32
„ 7 ⅜	Kafr-el-Zayat Cot. Coy.	103⅜
„ 10 1/16	Nungovich Hotels ...	101¼
„ 27 —	Soc. Pressage et Dépôts	102
„ 20 ½	Société Presses Libres	103
	NAVIGATION & WATER WORKS	
Lst. 5 ½	Anglo-American Nile &c. Co.	98
„ 4 1/16	Khedivial Mail S.S. &c. Co. Fonds.	20/9
„ 15 —	Alex. Water Company	—
Fcs. 1165	Cairo Water Coy. Fonds.	1150
Lst. 7 ¼	Tantah Water Co. Fonds.	—
	RAILWAYS & TRAMWAYS	
Lst. 13 ⅜	Delta Light	97
„ — —	Delta Light Def.	13¾
„ 10 —	Fayoum	—
„ 27 —	Keneh-Assouan	—
Fcs. 160 —	Alexandria Trams ...	490
— —	do „ Fonds.	330
Lst. 7 ¼	Ramleh Railway	—

Furnished by Reid & Bernard 10, St. Marks Buildings, Alexandria, and Sharia Kasr-el-Nil, Cairo, who undertake the sale and purchase of Stocks and Shares, on the local Bourse and also on the London Stock Exchange.

BOURSE KHEDIVIALE

CONTRATS

Fluctuations de 9h.30 à 1h. p.m.

Cotons F.G.F.Br.

Dans la matinée ; prix plus haut pour nov. tal. 14 21/32 à —/— ; plus bas pour nov 14 19/32 à —/—.

Graines de coton

Dans la matinée ; prix plus haut pour nov.-déc.-jan. P.T. 58 28/40 à —/— ; plus bas pour nov.-déc.-jan. 58 20/40 à —/—.

Remarques

(De midi à 1h. p.m.)

Cotons.—Le marché a continué à être soutenu et la clôture a même été ferme au plus haut prix. En l'absence de nouvelles d'Amérique, Liverpool en avant-bourse est venue sans changement et cela a été considéré, à tort ou à raison, comme un bon symptôme par les intéressés à la hausse sur notre place.

Graines de coton.—Après un bon nombre d'affaires à 58 20/40, le marché s'est soutenu et a gagné cinq paras en clôture.

Fèves.—Marché nul.

Bourse Khédiviale, le 4 septembre 1905.

COTONS

copie de la dépêche
DE L'ALEXANDRIA GENERAL PRODUCE ASSOCIATION
à la
LIVERPOOL COTTON ASSOCIATION

(Cours pratiqués ce jour à la Bourse Khédiviale à 10h. 15 a.m.)

Tal.	14 5/8	Livraison	Novembre
„	14 5/8	„	Janvier
„	14 3/4	„	Mars

Marché steady

Arrivages de ce jour, à Minet-el-Bassal, cantars 264

(Cours pratiqués ce jour à la Bourse Khédiviale à 12h.45 p.m.)

Tal.	14 19/32	Livraison	Novembre
„	14 19/32	„	Janvier
„	14 23/32	„	Mars

Marché steady

MARCHE DE MINET-EL-BASSAL

5 septembre 1905.—(11h.55 a.m.)

Cotons — Clôture du marché du 4 sept. : Calme mais soutenue

BEHERA

Fair, Fully Fair, Good Fair, Fully Good Fair et Good : Sans changement

HAUTE-EGYPTE ET FAYOUM

Fair, Fully Fair, Good Fair, Fully Good Fair et Good : Sans changement

ABBASSI

2me qualité, 1re qualité, extra: Sans changement

IANNOVICH

2me qualité, 1re qualité, extra: Sans changement

Etat du marché de ce jour, coton: Inchangés

Les arrivages de ce jour se chiffrent par cantars 267 contre même jour l'année précédente cantars 4073

Graines de coton.—Soutenues

	Disponible	Ticket
Mit-Afifi—		Rien
Haute-Egypte.—	57½ N.R.	Rien

Blés.—Fermes

Qualité Saïdi.—Cond. Saha P.T. — à —

„ *Béhéra* : „ „ „ 118 à 125

Fèves.—Sans affaires

Saïdi : disponible : —

Fayoum : disponible : —

Qualité Saïdi. Cond. Saha P.T. 120 à 135

Lentilles.—Fermes

Disponible : Rien

Cond. Saha P.T. 115 à 130

Orges.—Soutenues

Cond. Saha P.T. 57 à 59

Maïs.—Sans changement

Disponible : Rien.

Cond Saha P.T. 93 à 100

	Exportation du 4 sept.	dep. le 1er sept.
Coton	Bal. 1156	Bal. 2876
Gr. de cot.	Ard. 23296	Ard. 25980
Fèves	„ —	„ —

Les prix suivants ont été pratiqués ce jour

COTON
G.M.B.
(BASSE-EGYPTE)

par Cantar

Province Béhéra

Damanhour. — — De P.T. 195 à 247½

Province Garbieh

Kafr-Zayat. — — De P.T. 290 à 307½

Tantah. — — „ „ 247½ „ 305

(HAUTE-EGYPTE)

Beni Souef... ... ... De P.T. 272½ à —

Bibeh... — ... — „ „ 272½ „ —

SECTION DES GRAINES ET CEREALES

PRIX FRANCO-STATION ;	DISPONIBLE		TICKET	
Graines de coton Afifi	P.T.	— —	à P.T.	—
„ Haute-Egypte	„	57½ N.R.	„	—
Blé Saïdi	„	— —	„	„ —
Fèves Saïdi	„	— —	„	„ —
„ Fayoumi	„	— —	„	„ —

ARRIVAGES

du mardi 5 septembre 1905

Documents de l' "Alexandria General Produce Association."

	CHEMINS DE FER		BARQUES
Cotons ... — —	S/B	33	—
Graines de coton...	sacs	1290	—
Blé Saïdi — —	„	—	—
„ Béhéra ... —	„	464	—
Fèves Saïdi — —	„	261	—
„ Béhéra ... —	„	—	—
Orges — — —	„	—	—
Maïs — — —	„	—	—
Lentilles ... — —	„	290	—

Cotons.—Total des arrivages depuis le 1er septembre 1905 jusqu'à ce jour, cantars 4,417

Graines de coton.—Total des arrivages depuis le 1er septembre 1905 jusqu'à ce jour, Ard. 14,649

Contre même jour en 1904 :

		BARQUES ET CHEMINS DE FER
Coton ... — — — — —	S/B	546
Graines de coton .. — — —	sacs	2929
Blé Saïdi — — — — —	„	480
„ Béhéra .. — — — —	„	550
Fèves Saïdi ... — — — —	„	1985
„ Béhéra. — — — —	„	—
Maïs — — — — —	„	9
Orge — — — — —	„	—
Lentilles — — — — —	„	160

Cotons.—Total des arrivages depuis le 1er septembre 1904 jusqu'à ce jour, cantars 16,339

Graines de coton.—Total des arrivages depuis le 1er septembre 1904 jusqu'à ce jour Ard. 12,149

CONTRATS, (11 h. 55 a.m.)
Cours de la Bourse de Minet-el Bassal

Coton F.G.F.Br.

Novembre ... —	Tal.	14 5/8	à —
Janvier — —	„	14 5/8	„ —
Mars ... — —	„	14 5/8	„ —

Graines de coton

N.-D.-J. — — P.T. 58 20/40 à —

Fèves-Saïdi

Sept.-Oct. — — P.T.120 — à 122 —

Nov.-Déc.-Jan. — „ 118 — „ 120 —

REMARQUES

Cotons : Nouvelle récolte.—Novembre a ouvert à 14 5/8. Le marché est soutenu, mais peu actif, le manque de nouvelles d'Amérique imposant une certaine réserve.

Graines de coton : Nouvelle récolte.—Faibles. Premier cours pour les 3 mois P.T. 58 1/2.

Fèves-Saïdi : Nouvelle récolte.—Marché nul.

Extérieur

Dépêches particulières du 4 septembre 1905
PRODUITS EGYPTIENS

LIVERPOOL

Coton : *Etat du Marché*.—Calme

Disp.—F.G.F. : 7 15/16 (sans changement)

Futurs Octobre : 7 25/64 (sans changement)

LIVERPOOL

Graines de coton.—Calmes

Fèves.—Fermes

HULL

Graines de coton.—Soutenues

Fèves.—Cours nominaux

LONDRES

Graines de coton.—Sans changement

COTON AMÉRICAIN

LIVERPOOL

Futurs oct.-nov. : 5.72 (2 points de baisse)

„ jan.-fév. : 5.78 (1 point de baisse)

Disponible : 5.77 (3 points de baisse)

NEW-YORK

Marché fermé

LONDON STOCK EXCHANGE

Prices on Tuesday, August 29, 1905.

Consols a/o	90 ¼	@	— ⅜
Consols cash	90 ¼	„	— ⅜
Egyptian 4 % Unified ...	105 ¾	„	106 —
„ 4 ½ % State Domain ...	103 —	„	104 —
„ 3 ½ % Government Pref.	102 ½	„	— ½
„ 3 ½ % Inscribed	98 —	„	100 —
„ 4 % Daira 1890	100 ½	„	101 ½
Turkish 4 % Unified ...	89 ¾	„	90 ¼
Austrian Gold 4 % ...	100 —	„	102 —
French 3 % Rentes ...	98 —	„	100 —
German 3 % 1891	88 ½	„	89 ½
Greek 5 % 1881	53 ½	„	54 ½
Italian 5 % 1861	104 ½	„	105 ½
Russian 4 % Con. 1889 ...	88 ½	„	88 ½
Japan 5 % 1902	100 ½	„	101 ½
United States 4 % 1925 ...	134 —	„	138 —
Daira Sanieh	28 —	„	— —
„ Deferred	178 —	„	— —
National Banks	27 ½	„	28 —
Agricultural Banks	14 ½	„	— —
„ Preferred ...	10 —	„	— —
„ 3 ½ % Bonds ...	94 ½	„	— —
Delta Preference	13 ½	„	— ½
„ Deferred . — —	13 —	„	15 —
Delta Lands ... — —	2 ½	„	3 —
Daira Sugar 4 % Deb ...	— —	„	— —
Salt & Soda ... — —	1 ¾	„	— —
Egyptian Markets ... —	1 ¾	„	— —
Nile Valley — — —	— ¾	„	— ¾
Sudan Mines ... — —	— ⅜	„	— ½
Egyptian Sudan Mines Syndicate ... — —	1 ¼	„	— ½
Egyptian Mines Exploration Ltd ... — —	12/9 —	„	13/3 —
Um Rus fully paid ...	— ¾	„	1 —
Corporation of Western Egypt ... — —	— —	„	— —
United Africans — —	1 ½	„	1 ½
Egypt. Invest. & Agency	— —	„	— —
Egyptian Estates — —	— —	„	— ½ pm
Egypt. Trust & Invest. ...	— —	„	— —
Mysore Reefs ... ... —	— —	„	— —
Khedivial Mail S.S. Co. ...	19/ —	„	21/ —

RAMLEH RAILWAY COMPANY.

RECETTES

du dimanche 27 août au samedi 2 sept. 1905

	Billets	Abonnements	Carnets et Divers
	P.T.	P.T.	P.T.
An. cour.	103,719	—	28,527.
„ der.	97,185	15,228	26,750.
Augment.	6,534		3,223.
Dimin.		15,228	

Totaux.—Année courante 127,246 ; année dernière 139,163 ; Diminution 11.917

du 1er octobre 1904 au samedi 2 sept. 1905

	Billets	Abonnements	Carnets et Divers
	P.T.	P.T.	P.T.
Année cour.	3,585,243	327,653	717,430.
„ der.	3,348,836	759,474	302,075.
Augment.	236,407		415,355.
Diminution		431,820	

Totaux.—Année courante 4,630,431 ; année dernière 4,410,489 ; Augmentation 219,942.

ALEXANDRIA TRAMWAY COMPANY

du dimanche 27 août au samedi 2 sept. 1905

	Billets	Carnets et Divers	Totaux.
	P.T.	P.T.	P.T.
Année cour.	141,487.6	23,660.	165,147.6
„ der.	124,940.6	21,595.	146,535.6
Augment.	16,547.	2,065	18,612.

du 1er janvier au samedi 2 sept. 1905

	Billets	Carnets et Divers	Totaux
	P.T.	P.T.	P.T.
Année cour.	4,055,524.8	523,297.7	4,578,822.5
„ der.	3,595,819.5	475,107.3	4,071,926.8
Augment.	459,705.3	48,190.4	506,895.7

TELEGRAMMES HAVAS

BOURSE du 4 septembre 1905
COURS DES VALEURS A TERME, CLOTURE
PARIS

Rente Française 3 % ... — ...	Fr.	100	32
Actions de Suez ... — — ...	„	4530	—
Lots Turcs ... — — —	„	134	50
Turc Unifié ... — — —	„	93	83
Dette Egyptienne Unifiée ... —	„	107	50
Daira Sanieh — — — —	„	—	—
Crédit Foncier Egyptien ... —	„	—	—
Extérieur espagnol ... — —	„	93	10
Obl. Banque Nat. de Grèce —	„	—	—
Banque d'Athènes, nouvelles actions ... — — — —	„	129	½
Métropolitain ... — — —	„	—	—
Russe consolidé ... — — ...	„	95	55
Sosnowice ... — — —	„	—	—
Change sur Londres ... — —	„	25	15½
Sucre N° 3 disponible ... —	„	—	—
Sucre N° 3 livrable le 4 de mars	„	—	—

LONDRES

Consolidés anglais ... — — £ 90 1/16

Escomptes—Paris 3, Londres 2½, Berlin 3.

TO-DAY'S EXCHANGE QUOTATIONS

	Banks' buying	Banks' selling*
London cheque ... — —	97 ⅛	97 ⅜
„ 3m. bank paper ... —	96 1/16	96 13/16
„ 3m. house paper —	96 1/16	— —
Paris cheque ... — — —	386 —	387 ½
„ 3m. bank paper — —	384 ½	385 ½
„ 3m. house paper — —	383 ½	— —
Switzerland cheque . — —	386 —	387 ½
3m. bank paper . — —	383 ½	— —
Germany cheque — —	474 ½	476 ½
„ 3m. bank paper —	471 ½	— —
Italian cheque . — — —	386 —	387 ½
Vienna & Trieste cheque —	403 ½	406 ½
Constantinople cheque ... —	88 ½	89 ½

*Less one per mille brokerage

SHARE LIST

ISSUED BY THE "ASSOCIATION DES COURTIERS EN VALEURS D'ALEXANDRIE."

Clôture d'aujourd'hui à 12h.30 p.m.

Agric. Bank of Egypt	Lst.	14 ⅜ à	9 1/16
Nat. Bank of Egypt	„	27 11/16 à ¾	27 13/16 à ⅞
Ramleh Railway ...	„	7 — à	7 1/16
Egyptian Delta Railway ex-c. — —	„	13 ⅝	„ — 1/16
Tram. d'Alexandrie ...	Fcs.	159 ½	„ 160 —
„ „ div.	„	325 —	„ 330 —
Alexandria Water ...	Lst.	15 ½	„ — 1/16
Eaux du Caire ... —	Fcs.	1155 —	„ 1165 —
Daira Sanieh ... —	Lst.	27 ⅞	„ — 15/16
Béhéra ... ... —	L.E.	— —	„ — —
Bourse Khédiviale ...	Lst.	— —	„ — —
Egyptian Markets —	„	24/	„ 24/3 —
Anglo-Egyptian Spinning — —	„	— 25/32	„ — 13/16
Mines d'Alex. Priv.	Fcs.	214 —	„ 215 —
„ Div.	„	120 —	„ 125 —
„ du Caire Priv.	„	120 —	„ 121 —
„ „ Div.	„	64 —	„ 65 —
Egypt. Cotton Mills	Lst.	5/9 —	„ 5/9 —
„ Salt & Soda ...	„	34/3 —	„ 34/9 —
Pressage ... — —	„	— —	„ — —
Presses Libres ... —	„	— —	„ — —
Oblig. Crédit Foncier Egyptien 3 % —	Fcs.	315 ½	„ 273 —
Lots Turcs. — —	„	— —	„ — —
Banque Nationale de Grèce — — —	„	— —	„ — —
Banque Industrielle ...	L.E.	— —	„ — —
Cassa di Sconto ... —	Fcs.	182 —	„ 179 —
Anglo-American Nile	Lst.	5 ⅜	„ — 7/16
Banque d'Athènes —	Fcs.	127 ½	„ 128 —
Deferred Delta ... —	Lst.	— —	„ — —
Nungovich Hotels ...	„	10 ⅜	„ — 7/16
Delta Land — —	„	2 ⅜	„ — —
Egyptian Invest. & Agency Ld. ... —	„	1 ½	„ — —
Land Bank — —	„	9 ⅜	„ — 7/16
Trust Investment —	„	1 5/16	„ — 11/32
Estates ... — —	„	1 7/16	„ — ½
Splendid Hôtels ... —	„	— —	„ — —
Cheik Fadl	„	126 —	„ 127 —
Entreprises Urbaines	„	5 1/16	„ — —

ASSOCIATION DES COURTIERS EN MARCHANDISES

(Service spécial)

DÉPÊCHES D'OUVERTURE

LIVERPOOL, 10h. a.m.

Américain

Futurs : oct.-nov. : 5.71

„ jan.-fév. : 5.77

DERNIERE HEURE

(Clôture de la Bourse Khédiviale 1h. p.m.)
Cours de l'Association des Courtiers en Marchandises

Coton F.G.F.Br.

Novembre ...	Tal.	14 19/32	à — 5/8
Janvier . — —	„	14 19/32	„ — 5/8
Mars — — —	„	14 23/32	„ — 3/4

Graines de coton

N.-D.-J. — — „ 58 25/40 à — 30/40

Fèves-Saïdi

Sept.-Oct. — — P.T.124 — à 125 —

Nov.-Déc.-Jan. ... „ 120 — „ 122 —

NILE GAUGE READINGS.

	ROSAIRES.		DUEIM.		KHARTOUM.		BERBER.		WADI HALFA.		ASSOUAN RESERVOIR.				ASSIOUT WEIR.				RODAH.		DELTA BARRAGE.	
											Up Stream.		Down Stream.		Up Stream.		Down Stream.				Up Stream.	
August.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.	1905.	1904.
1	4.47	8. 9	1.51	2. 0	3.25	5. 0	4.20	6.23	3.78	5.27	94.89	95.43	87.12	89.45	47.56	48.88	46.80	48.53	13. 0	13.18	15.41	15.67
2	5. 7	8.12	1.56	2. 8	3.55	5.30	4.30	6.28	3.92	5.57	94.99	95.75	87.52	89.50	47.60	49. 5	46.83	48.74	13. 3	13.90	15.47	15.68
3	4.97	7.83	1.70	2.40	3.60	5.50	4.53	6.24	4.13	5.64	95.15	95.89	87.70	89.60	47.63	49.22	46.94	48.93	13. 6	14. 1	15.53	15.71
4	5.64	7.87	1.75	2.70	3.70	5.50	4.62	6.59	4.26	5.78	95.30	95.88	87.84	89.88	47.75	49.32	46.95	49. 3	13. 6	14. 6	15.53	15.76
5	4.92	7.50	1.80	2.90	3.75	5.55	4.76	6.90	4.26	5.97	95.47	96.13	88. 5	90.11	47.79	49.41	47.20	49.12	13. 4	14.11	15.50	15.81
6	4.98	7.30	1.82	3. 0	3.80	5.60	4.91	6.93	4.24	6.26	95.56	96.28	88.25	90.28	48.11	49.51	47.35	49.22	13. 6	14.16	15.50	15.84
7	5. 3	7.76	1.85	3. 5	3.90	5.58	4.97	6.97	4.22	6.55	95.75	96.39	88.87	90.52	48.35	49.67	47.64	49.37	13. 8	14.30	15.57	15.84
8	5.82	7.46	1.86	3.15	4. 5	5.58	5. 4	6.87	4.19	6.69	95.79	96.77	88.40	90.85	48.54	49.85	47.84	49.55	13.10	15. 0	15.57	15.88
9	5.52	6.81	1.88	3.20	4. 0	5.58	5.35	6.87	4.20	6.90	95.75	97. 1	88.37	91.18	48.74	50. 6	47.97	49.75	13.11	15. 4	15.59	15.91
10	7.27	6.43	1.95	3.40	4. 5	5.58	5.56	6.77	4.28	7.30	95.73	97.83	88.34	91.28	48.69	50.32	48.17	49.99	13.12	15. 9	15.59	15.94
11	6. 7	6.57	1.98	3.30	4. 4	5.64	5.54	6.70	4.45	7.36	95.72	97.69	88.33	91.65	49. 4	50.61	48.24	50.26	13.13	15.17	15.59	15.98
12	6. 5	6.36	2. 3	3.50	4.15	5.55	5.56	6.68	4.58	7.34	95.78	97.96	88.37	91.86	49.14	50.86	48.30	50.51	13.15	16. 4	15.56	16. 5
13	6.99	5.88	2. 9	3.60	4.25	5.49	5.78	6.65	4.75	7.28	95.89	98. 5	88.48	91.97	49.22	51. 0	48.26	50.74	13.18	17. 3	15.59	16.18
14	7.67	5.78	2.13	3.30	4.65	5.48	5.85	6.64	4.88	7.20	96. 4	98. 1	88.65	91.98	49.95	51. 1	48.30	50.85	13.22	17.28	15.67	16.20
15	7. 2	5.82	2.19	3.15	4.69	5.44	6.64	6.66	5. 6	7.12	96.33	97.90	88.84	91.84	49.96	51. 5	48.31	50.90	13.23	18.15	15.68	16.27
16	7. 2	6. 4	2.26	3. 0	4.98	5.30	6.65	6.60	5.30	7. 4	96.84	97.78	89. 3	91.73	49.98	51. 5	48.34	50.91	13.23	19. 3	15.68	16.29
17	6.35	5.92	2.34	3. 0	5. 2	5.20	6.55	6.54	5.52	7. 0	96.77	97.65	89.23	91.65	50. 2	51. 1	48.40	50.84	14. 0	19. 4	15.68	16.28
18	6.35	6.16	2.43	3. 0	5. 7	5.30	6.67	6.52	5.63	6.96	97. 6	97.56	89.50	91.60	50. 7	51. 3	48.47	50.78	14. 1	19. 6	15.69	16.27
19	6.42	6. 0	2.50	2.95	5.10	5.20	6.73	6.60	5.88	6.95	97.39	97.44	89.76	91.54	50.16	51. 2	48.60	50.72	14. 2	19. 6	15.69	16.25
20	7.72	6.30	2.50	2.70	5. 2	5.22	6.70	6.47	6.50	6.98	97.63	97.40	89.97	91.52	50.28	50.98	48.75	50.67	14. 4	19. 2	15.69	16.26
21	7.67	6.21	2.58	2.64	4.90	5.28	6.82	6.46	6.87	6.94	98.27	97.33	90.37	91.54	50.41	50.93	48.92	50.62	14. 6	19. 0	15.71	16.29
22	6.92	6. 4	2.58	2.60	5. 1	5.28	6.91	6.50	6.91	6.88	98.63	97.34	91.10	91.59	50.48	50.89	49.13	50.58	14. 9	18.20	15.74	16.28
23	5.97	6.76	2.56	2.50	5.20	5.30	6.79	6.45	6.95	6.85	98.49	97.26	91.35	91.45	50.75	50.85	49.32	50.56	14.18	18.16	15.78	16.26
24	6.97	7.30	2.58	2.50	5.35	5.30	6.67	6.50	6.96	6.88	98.38	97.19	91.42	91.41	51.10	50.85	49.75	50.56	14.19	18.12	15.83	16.24
25	6. 7	6.75	2.64	2.45	5.60	5.30	6.70	6.57	7. 1	6.87	98. 6	97.20	91.47	91.40	51.26	50.84	50. 8	50.55	15. 0	18.10	15.87	16.23
26	6.37	6.32	2.68	2.50	5.15	5.45	6.76	6.48	7. 4	6.79	97.45	97.20	91.53	91.42	51. 8	50.81	50.30	50.52	15. 9	18. 9	15.92	16.23
27	6.36	6.34	2.68	2.58	5. 4	5.45	6.94	6.48	7. 4	6.74	97.20	97.11	91.61	91.25	51. 0	50.79	50.42	50.50	15.20	18. 8	15.90	16.22
28	6.47	6.36	2.69	2.60	5. 7	5.48	7. 1	6.45	7. 4	6.74	96.85	97. 2	91.63	91.30	51. 5	50.80	50.50	50.51	16.14	18. 6	16. 9	16.21
29	6.67	6.34	2.66	2.60	5. 7	5.48	6.85	6.69	6.96	6.74	96.75	96.97	91.54	91.27	51. 5	50.78	50.58	50.48	17. 3	18. 5	16.14	16.21
30	7.37	7.15	2.69	2.64	5. 5	5.43	6.81	6.83	6.99	6.78	96.55	96.98	91.41	91.35	51. 2	50.75	50.64	50.45	17.15	18. 4	16.17	16.20
31	7.52	6.50	2.71	2.70	5.10	5.45	6.78	6.79	7. 2	6.78	96.58	97. 4	91.38	91.30	50.98	50.71	50.65	50.43	17.21	18. 4	16.19	16.20
September																						
1	7.17	6.61	2.72	2.64	5.20	5.48	6.94	6.75	7.12	6.70	96.68	97. 4	91.42	91.33	50.89	50.70	50.60	50.41	18. 1	18. 4	16.21	16.20
2	7.29	6.65	2.75	2.56	5.45	5.58	7. 5	6.67	7.22	6.68	96.59	97. 5	91.50	91.32	51. 0	50.70	50.55	50.41	18. 3	18. 2	16.21	16.19
3	7.47	6.58	2.81	2.64	5.48	5.58	7. 1	6.67	7.16	6.90	—	96.96	—	91.36	51 1	50.78	50.60	50.43	18. 1	18. 0	16.21	16.19

TAXATION IN PALESTINE.

Recent events in the Yemen have had a painful effect upon the whole of the Turkish Empire in general, but more especially upon Palestine. The troops that a few months ago marched to the relief of Sana's, which, after all, was taken by the insurgents, were principally drawn from the Moslem population of Palestine. Bazaar reports, confirmed, it is said, by returned prisoners, whom the victorious rebels allowed to escape into the Aden territory, and who have returned to their respective villages, represent the troops from Syria as absolutely refusing to fight against their co-religionists. As they were literally starving, the Turkish Commissariat being of a notoriously unsatisfactory character, it is alleged that they actually sold their arms in order to purchase food. In these circumstances the Porte has been obliged to send new troops drawn from other provinces, in order to fight the insurgents. The Palestine peasantry has been plunged into mourning on account of relatives lost during the campaign. The writer has been informed that one village alone, containing about 800 souls, which sent 45 men to the front, had received word that 11 of the latter had fallen and 19 are missing. The loss by death falls entirely upon the Moslem population, it having been the policy of the Mohamedan rulers, ever since they took Jerusalem in A.D. 637, to exclude Jews and Christians from the army, which, however, they are so heavily taxed to support, that many of the Christians have been forced to leave the country. It is reported that from one Christian village alone, that of Belt Jala, 35 families lately left for America. Their emigration, however, till quite recently, instead of bringing relief, only increased the burden that had to be borne by the special religious community to which the emigrants belonged, and which was responsible to the Government for the taxes, especially the military tax, payable for those who thus left their birthplace.

Although, in his famous Hatt-i-Humayun, 1856, Sultan Abdul Medjid promised that all subjects of the Porte should enjoy equal privileges, and that Christians should be permitted to serve as soldiers, yet the general effect of the edict was to rouse suspicion and distrust amongst Christians and Moslems alike; and so the provisions of the Hatt had never been carried out.

"To carry on war successfully," said Turenne, "three things are needed—namely, money, money, and again money;" and though by the antiquated system of taxation in use up to a few weeks ago the Porte managed to squeeze huge sums out of its loyal subjects, yet it has lately discovered that by ostensibly copying European systems and astutely combining them with the old it can squeeze more. Hitherto, the authorities refused to recognize individuals when levying the military tax, which was nominally two medjidies, about 7s., a head per male, and arbitrarily assessed the religious community to which he belonged for a lump sum which greatly exceeded, when divided up amongst individuals on the spot, what would otherwise have been paid into the exchequer had each man been allowed to pay the sum due by himself personally. The way the money was raised was as follows:—Each religious community had its Mukhtar, or elective representative, who, in conjunction with a committee composed mainly of the clergy and influential lay members, divided up the sum demanded of the whole community. If a member of the community had left it, his kafil, or surety, had to pay for him, or get other relations of the delinquent absentee to do so. Even should the absentee dis abroad, his share had to be raised somehow, for a Turkish subject living in other countries—the United States, for instance—was considered immortal unless the Turkish Embassy at Washington sent a certificate of his death, a thing which the Embassy was not likely to do. Now, however, by the new arrangements, special officials have been appointed to collect the military tax (which has been raised from 7s. to 13s.) from each individual male, Christian or Jew, whilst it seems that the communities will still have (unless their attempts to get themselves freed from the obligation be successful) to pay the military taxes due from their own poor and absentees.

Besides the "reform" in the matter of military taxes, the following new ones have been introduced, payable by all Ottoman subjects, whether Mohamedan or other:—

1. A "Road Construction and Repair" tax of 16½ piastres, equal to 3s. 4d. levied on every person.

2. A registration-tax of 6d., equal to 3 piastres, on every person, adult or juvenile.

3. An income-tax or from 50 to 500 piastres per annum on Jews and Christians, and of from 50 to 200 piastres on Moslems not in the Government service, whilst Moslem officials are mulcted in an amount equivalent to one month's salary, of which, as it is, they very rarely receive more than a portion.

With regard to the harvest taxation, the old system in vogue in Roman times, of selling or farming the tithes to the highest bidder, is still, with all its attendant evils, in force, and is this year aggravated by orders from Constantinople that double tithes are to be collected; an ungrateful task which, it is said, the Pasha is himself travelling about the country to perform. The taxes on landed property, &c., have also been raised, though it is not clear to what amount, and a new tax on animals, which even the Europeans are obliged to pay, has been introduced. Notice has been given, directed against the Jews, that all foreigners who are not recognized at their respective Consulates, and registered there, will have to leave the country or become Turkish subjects, in which latter contingency they become liable not only to be taxed as above indicated, but also to be fined and pay up arrears for themselves and their children. In consequence of this order it is reported that the different Consulates are besieged with applications for registration and protection.

DRUIDS AT STONEHENGE.

A waggish chronicler, Longtoft, records that "A wander wit of Wiltshire, rambling to Rome to gaze at antiquities and there skewing himself into the company of antiquarians, they entreated him to illustrate unto them that famous monument in his country called Stonehenge. His answer was that he had never seen, scarce ever heard of it; whereupon they kicked him out of doors and bade him goe home and see Stonege." We shall see reason to believe that Stonehenge is the most ancient considerable work of man's hands in these islands.

Recently the famous monoliths and trilithons were the scene of ceremonial and conviviality, very unlike, it may be, the rites and ceremonies of ages ago, and yet recalling some of the pomp and ritual of those far-off times. The ancient order of Druids assembled in their hundreds, if not in their thousands, to accomplish "a souvenir and an excursion to Stonehenge," and to initiate, amid the surroundings of these moss-grown, age-weathered monuments, new members of their order. Convenient trains left Waterloo early, conveying not merely the members of metropolitan and provincial Grand Lodges, but also what is of equal moment in your modern "convivial, fraternal, and philanthropic societies," those properties which are the paraphernalia of their mystery. Arrived at Amesbury, which is the nearest town to Stonehenge, the brethren were conveyed by brakes to the famous spot on Salisbury Plain; and then, luncheon over, came the event of the day, the ceremony of initiation, by which Sir Edmund Antrobus, Bart., and some thirty others were introduced into the secrets and rights of the Order.

In the very olden days there was a real processional way in connection with most of these sacred circles of stones. They can still be discerned. But the modern Druid was content to make the way lined by the brethren, and to push the "profanum vulgus," the irreverent crowd, aside. Nobody seemed greatly intent to learn what the mysteries were, except some few newspapers men, who, for the joke of the thing, joined the initiates. The procession from the refreshment tent to an improvised altar, near, if not within the outer circle of the prehistoric stones, was curious, if not imposing. There were bards in white robes and hoods, Druids bearing long rods, with scythe-shaped crooks at the end to cut the sacred oak or the mistletoe, and Grand Druids in many-coloured robes of purple, green, blue, and other hues, and ancients with long, snowy beards, that really would have looked Druids had it not been for those weird blocks hard by that seemed to cry out, "Not the real thing. Buried is the irrevocable past, and you cannot bring it to life again."

All the mysteries of initiation were in the open. What happened, what terrible vows were exacted, what promises made, what veils covering the arcana of Druidism were lifted may not be said. But everything was grand; the Most Noble Grand Arch G. A. Lamder, the Vice Grand Arch, the Grand Secretary, and all the other grand officials did their best to dignify the occasion; and so far as could be learned everything went grandly. In truth, this ceremonial picnic at Stonehenge is much to be encouraged. These mighty stones are a marvellous piece of our island story. There are two circles, an inner and outer. The outer was once of huge upright stones, with others resting on them, the whole forming a circuit of 300ft. The inner is of smaller blocks—many of them now fallen—obviously less wrought, if, indeed, ever worked at all, with one or two exceptions. There are no such stones in the neighbourhood now. Salisbury Plain covers a chalk formation. Whence, then, did those hoary builders get their huge blocks, and how carry them to where they are? It is probable that geology answers the question. One lot of stones may be "sarsen" stones, the debris of the Woolwich and Reading beds; there are vast numbers of such stones in some of the Wiltshire valleys. Farther, there are "blue stones," so called, that have probably been carried here with the drift of the glacial period, as suggested by Professor Judd. The supposed transport of great blocks over long distances did not take place. More likely is it that these early Britons found the stones on the Salisbury table-land, and they suggested the building of the temple.

Was it a temple? Yes, and thereby hangs a pretty story of science. Sir Norman Lockyer having examined the sun and star temples of Egypt, and Mr. Penrose having investigated the temples of Greece, and both having proved from astronomical data the probability that the very age of these structures could be learnt from the stars, set to work to test the antiquity of Stonehenge by the same methods. They arrived at the conclusion that Stonehenge was a solar temple, that its old priests (Druids or pre-Druid) were early astronomers, and that a line drawn from the altar straight through the avenue marked by the stones of the circle and the famous one outside, the Friar's Heel, pointed to the spot where the sun rose on Midsummer Day about 1,700 B.C. There had been two temples, and this conclusion referred to the latter. Curiously enough, Lord Aveybury, who is an authority in pre-historic archæology, assigned the period to the Bronze Age, and Professor Gowland to the Neolithic Age, which, according to Sir John Evans, would be from 1,400 to 2,000 B.C. The astronomers and those who were guided by the flint implements found at Stonehenge thus closely agreed.

And that is a wondrous bit of our island story—that there were men in Wilts at least 3,600 years ago, capable of erecting these pillars and circles of stone, and noting with exactitude the solstitial year—which means, of course, that long before the Christian era some real civilization was extant in Britain. Owen says of the Druids, "They taught many things about the stars and their motions, of the size of the earth, the nature of things, and the power and majesty of the immortal gods." Possibly; but Cæsar was writing, it may be, secondhand information, and we need not attach too much weight to his account. Not Cæsar, nor Imperial Rome, had been heard of when Stonehenge was put up, and there remains are more eloquent than any words of his can be. What would be the amazement of those buried ancients could they learn that the chipped flints they left behind them and the stars in the skies had told us what they were doing between three and four thousand years ago?

LANCASHIRE'S COTTON MILLS.

According to latest reports, the cotton trade in the County Palatine is again prosperous, and, beyond minor disputes which are continually cropping up in various districts, is unclouded, close upon 200,000 spinners, cardroom workers, weavers, winders, warpers and loom overlookers being employed on full time. The close of last month saw the finish of the Wakes holidays, when the number of operatives in harness was further augmented, particularly in the Oldham area. The gloomy reports regarding a short cotton crop, circulated for their special behoof by interested parties, are being rapidly dissipated, the general opinion being that there will be an abundant supply. Meanwhile, the support accorded to the British Cotton-Growing Association is accumulating slowly but surely, large numbers of workpeople, especially spinners, taking up shares.

That speculators have confidence in the future of the industry is evident by their readiness to provide capital for the flotation of new mills, upwards of two million pounds worth of new mill property at the present time being in course of erection in the Oldham, Rochdale, Eccles, Pendlebury, Farnworth, Atherton and Bolton neighbourhoods. In Bolton area alone there are between 40 and 50 mills, containing, roughly, four millions of spindles. Amongst the largest shareholders in some concerns are textile machinists, who, of course, are looking for orders for equipment. The average cost of modern mills is £1 per spindle, so that a factory containing 90,000 spindles costs £90,000. It is questioned whether in some quarters, in face of the growing competition abroad, this wholesale building of new mills is warranted. Many experts are afraid that older concerns will have to go under if the building mania continues.

Disgusted with their treatment, disappointed with their rates of pay, and allured by the prospects of better trade at home, many Lancashire cotton operatives who have gone out to the United States and Canada are returning to the old country. In some Lancashire manufacturing localities there is now actually a dearth of capable weavers, and the ranks of the workers in the spinning branch, with the opening of so many new mills, are not overcrowded.

Though the cotton season is supposed to have finished, consignments continue to reach the docks both from America and Egypt. During the past week the "Asuncion de Larringa" and the "Manchester Commerce" arrived, the first carrying 8,559 bales from Galveston, and the second 526 bales from Philadelphia. These advanced the season's shipment to 548,475 bales, a number far away in excess of that recorded at this time in any previous year. The shipment at the corresponding date last year was 344,542 bales, in 1903 478,136 bales, and in 1902 490,186 bales. It will thus be seen that the record has been exceeded by over 70,000 bales. There is also a very happy state of affairs in connection with the Egyptian shipment. Previous records have been broken, and the canal company are justly proud of the achievement, especially seeing that the total imports of cotton to England have fallen off this season as compared with last. Altogether Manchester received from Alexandria 188,552 bales, as against 148,143 at the corresponding date last year and 145,140 in 1903. Last September the canal company made strenuous efforts to induce shippers to use the canal and to make this the best season on record. It must be very gratifying to all concerned to find that their endeavours have met with so much success.

The week's traffic was rather heavier than usual. Many big boats arrived and sailed from the docks, which were always a scene of much activity. Several consignments of timber reached the crowded storage grounds, one of the heaviest being brought from Chatham, N.B., by the "Therese." As usual, oil, grain, general merchandise and cattle arrived in large quantities, while plenty of cargo of a miscellaneous order was taken from Manchester by the outgoing vessels.

INTERNATIONAL AUTOMOBILE EXHIBITION.

From 7th to 21st May next, the second exposition of automobiles and motor boats will be held at Budapest, under the auspices of the "Hungarian Automobile Club," with the co-operation of the leading members of the Hungarian aristocracy. Mr. Louis Felberman, Knight of the Imperial Order of Francis Joseph, and Mr. Joseph Offord, M.S.B.A., have been appointed delegates for Great Britain and the Colonies.

The lake in the city park of Budapest will be specially reserved for motor boat competitions, and the vast waterways of Hungary are most suitable for this form of propulsion. All articles of motor sport and garments and accessories will be included in the display, and any intending exhibitors of this class of manufacture are likely to obtain a new and expand big market for such goods.

MOSQUITOES AND BANANAS.

"The Fruit Grower" in a recent issue sounded a note of alarm on the subject of mosquitoes, which it was asserted, are imported with the bananas which come from Central and South American ports. The paper added that "the mosquito threatens to become a serious danger to the public health in this country."

On this subject the managing director of Messrs. Elder and Fyffes, Limited, the principal banana importing firm in England, said: "It is perfectly ridiculous to talk of mosquitoes coming with bananas from either Jamaica or Costa Rica. The mosquito bred out there comes into existence at a place where the temperature is anything from 120 degrees. The bananas come over in boats which have an insulated or refrigerating chamber.

"The temperature is 49 degrees at the outset, and possibly 51 degrees when it reaches the fruit, and the mosquito certainly could not stand that. Of course, I have heard both of insects and animals that can be frozen into a state of torpidity, but which on being thawed out turn out quite as lively as ever again, but the mosquito is not one of them.

"I have been in the trade now for a good many years, and I have never seen a mosquito either from Jamaica or Costa Rica, neither have I had any complaints on the subject from any of my men.

"I have always understood that the life of a mosquito does not extend beyond one day. Upon that point I am not sure, but, anyhow, we have it on the authority of Professor Boyce and Major Ross that it is very short-lived, the period of existence being only a few days at the outside. Under those circumstances, it is quite impossible that they can be imported from the places named, as the voyage takes eighteen or nineteen days."

"But we certainly have had an extraordinary visitation of mosquitoes this summer," remarked our representative. Where do you suggest they come from?"

"It is possible that they may be brought over with the bananas from the Canary Islands. The boats from those islands have no cold storage rooms. The bananas are packed in a wrapper of cotton wool, then in newspaper, and then put into the crates. Under these conditions the insect might survive, but even about that I am doubtful, in view of their short existence. Personally I have never come across a mosquito in Canary Island consignments."

"Then, where do you suggest that they come from?"

"I am more inclined to the opinion that they come over in timber cargoes. When wood has been in process of unloading at the docks I have often had my attention drawn to the number of mosquitoes about."

"Why do you think it is the timber they come in?"

"Well, it may be because they are attracted by the aroma of the timber, or it may be that it is their natural ground. You must remember, too, that there are as many mosquitoes in the swampy regions of Essex as there are in Egypt or Central America, in proportion to the size of the place."

"What about mosquitoes as an infectious disease spreading agency?"

"That is as ridculous as the other idea. If the mosquitoes do not come they cannot well be the agents in disseminating disease. I take it that the disease referred to is yellow fever. Well, suppose, for the sake of argument, that the mosquitoes do come, I am quite confident that the yellow fever does not come with them."

"On what grounds do you base your confidence?"

"On these: A vessel leaving an infected port is considered to be immune if no signs have developed after six days at sea, and is given a free pratique. The yellow fever germ develops in five days.

"On this subject I am in perfect agreement with Mr. A. W. Preston, president of the United Fruit Company, of Boston. His firm import 30,000,000 bunches of bananas annually, and so he ought to be an authority on the subject. He is in this building at the present moment. We have discussed the subject together, and, as I say, we are in perfect agreement thereon."

The chief of the Fruit Distributing Company said to our representative: "The insects which come over with the bananas are not really mosquitoes. They are a kind of gnat. The cold in the refrigerating rooms of the banana boats would be absolutely fatal to mosquitoes."

REUTER'S TELEGRAMS

CLOSING REPORTS

LIVERPOOL, September 4, 12.55 p.m.

Sales of the day	bales	6,000
of which Egyptian	"	300
American (new crop) Middling Spot per cental		5 0/4
Amer. futures (Oct.-Nov.)		5.72
" (Feb.-March)		5.79
American Middling		5.77
Egypt. fully good fair, delivery (Oct.)		7 35/64
" " " " (Nov.)		7 30/64
" " " " (Dec.)		7 25/64
" " " " (Jan.)		7 19/64
Egypt. Brown fair per lb. d.		6 6/16
" " good fair		7 9/16
" " good		8 3/16
" " fully good fair		7 15/16
Egyptian Sakellaridis Beans new (per 480 lbs.)		33/

LONDON, September 4.

Consols (October)		90 1/8
Egyptian Unified		106 1/8
Private Discount m. bill		2 1/8 %

LIVERPOOL, September 4.

American futures (October-November)		5.72
Sales of the day now 8,000		

LONDON, September 4.

Private discount (3 month bills)		2 1/8 %
Bar Silver (per oz d.)		28 7/16
Consols (October)		90 1/8
Rio Tinto		80 1/8
Rand Mines New		9 1/8
Egyptian Unified		105 1/8
" Railway		102 1/8
" Domain.		104 —
Ottoman Defence		104 1/8
Turkish Unified		91 1/8
Italian Rents 4 %		105 —
Ottoman Bank		13 1/8
National Bank of Egypt		27 1/8
Dalra Sanish		101 1/8
New Dalra		27 1/8
Greek Monopols		54 1/8
Greek Rent 4 %		43 1/8
Chartereds of S. Africa		2 —
Agricultural Bank		14 1/8
New Egyptians		1 1/8
Nile Valley Gold Mine	New	1 —

The Western Oasis Corporation 1 premium
Delta Light (Bearer shares) 13 1/8 to 14 —
Egypt. cot. seed to Hull (Sept.) 5 12/16 sellers
German Beet Sugar (September) 8/10½

PARIS, September 4.

Lots Turcs		135 —
Crédit Lyonnais		1177 —
Ottoman Bank		612 —
Cheques on London		25.15½
Sugar White No. 3 (September)		25 —
Crédit Foncier Egyptian		514 —
Banque d'Athènes		129 —
Land Bank of Egypt		238 —

CEREAL MARKET

ROD EL FARAG (NATIONAL BANK'S SHOONAH)
YESTERDAY'S PRICES

Wheat, Tugari	Ard.	P.T.	113 to P.T.	115
" Middling	"	117	" "	120
" Mawani	"	125	" "	135
" Shami	"	—	" "	—
Beans, Tugari	"	126	" "	127
" Zawati	"	127	" "	130
" Old	"	—	" "	—
Lentils, Tugari	"	105	" "	108
" Zawati	"	115	" "	125
Barley, Tugari	"	60	" "	64
" Zawati	"	65	" "	68
" Mariuti	"	60	" "	74
Dura Shami	"	—	" "	—
" Rafa	"	—	" "	—
Halba	"	175	" "	195
Termis	"	70	" "	71
Hummos	"	150	" "	180
Simsim	"	—	" "	—

CHARGE IN BOAT AT SAHEL

Wheat	Ard.	4500
Beans	"	3500
Lentils	"	1500
Barley	"	2000
" Mariuti	"	2000
" Shami	"	1500
Dura Shami	"	—
" Rafa	"	—
Halba	"	500

EASTERN TELEGRAPH Co. LTD.

AVERAGE TIME occupied in transmission of Egyptian telegrams from England to Alexandria on Monday, 4th Sept., 1905.

OUTWARDS.

Between the hours of 10 a.m. and 2 p.m. (Cairo time)

FROM	MESSAGES HANDED IN AT The Company's Offices.	Postal Telegraph Offices.
	H. M.	H. M.
London	28	1. 3
Liverpool	37	—
Manchester	7	—
Glasgow	—	—
Other Provincial Offices	—	1. 11

Landlines working badly since two p.m. Greenwich time some slight temporary delay on Outward traffic.

EGYPTIAN MINING MARKET.

NAME OF COMPANY	Making up Price Aug. 11	Latest Price Aug. 25
Central Egypt Exploration	1	1 1/16
Corporation of W. Egypt	—	1/16 pm
Egypt. Mines Explor. Synd.	13/6	1/8
Egyptian Options	—	1/16
Egypt. Sudan Minerals	—	1/8
Egypt. and Sudan Mining Synd.	1/16	1/16
Egypt. Trust and Invest.	pm	1/8 pm
Nile Goldfields	—	—
Nile Valley Stock B.	—	—
Nile Valley (New)	25/32	3/4
North Nile Valley	1/16	1/16
Nubia (Sudan) Dev. Synd.	1/16	1/16
Sudan Explor. (10s. Shares)	3/8	1/8
Sudan Mines	—	—
Um Ras Gold Mines	1/8	1/16
United African Explor.	—	1/16

RESUME DE LA SITUATION COTONNIERE

au 1er septembre

AMÉRIQUE:	1905 Balles	1904 Balles
Recettes aux ports Semaine	60,000	78,000
Rec. du 1er. Sept.	10,286,000	7,267,000
Export. Angleterre Semaine	40,000	26,000
Export. Angleterre du 1er Sept.	4,127,000	2,590,000
Export. Continent Semaine	40,000	15,000
Export. Continent du 1er Sept.	4,606,000	3,360,000
Pris par la filature Etats-Unis	4,520,000	4,145,000
Stock ports	330,000	104,000
Insight Semaine	139,000	60,000
Insight du 1 Sept.	13,683,000	10,214,000
Consom. Mondiale Amér. Semaine	128,000	—
Consom. Mondiale Amér. du 1 Sept.	12,678,000	10,208,000
Vis. supply amér.	1,544,000	461,000
Vis. supply général	1,898,000	774,000

GÉNÉRAL

LIVERPOOL:	1905 Balles	1904 Balles
Ventes Semaine	31,000	32,000
Forwarded	49,000	37,000
Importation	34,000	9,000
Exportation	9,000	1,000
Stock	720,000	190,000
Flottant	90,000	34,000

ÉGYPTIEN

	1905 Balles	1904 Balles
Ventes Semaine	2,500	2,400
Forwarded	3,500	2,000
Importation	1,000	—
Exportation	—	—
Stock	34,000	24,000
Flottant	9,000	10,000

ARRIVAGES A MINET-EL-BASSAL

du mois de septembre 1904

Du	Coton	Graines de coton		Fèves
1, S/B	245	Ard. 1,918	sacs	2,752
2, "	243	" 1,910	"	2,954
3, "	360	" 1,335	"	471
4, "	124	" 518	"	2,572
5, "	573	" 3,637	"	1,985
6, "	479	" 3,705	"	1,525
7, "	330	" 1,859	"	561
8, "	356	" 2,080	"	900
9, "	508	" 2,234	"	44
10, "	463	" 5,379	"	5,120
11, "	635	" 2,720	"	3,548
12, "	522	" 4,094	"	2,980
13, "	1,043	" 4,235	"	2,568
14, "	545	" 3,616	"	3,068
15, "	793	" 5,649	"	843
16, "	1,110	" 4,500	"	—
17, "	1,236	" 5,933	"	821
18, "	1,237	" 5,593	"	150
19, "	960	" 6,653	"	42
20, "	683	" 3,367	"	609
21, "	774	" 8,126	"	5,850
22, "	1,757	" 5,900	"	2,040
23, "	1,107	" 8,914	"	620
24, "	2,636	" 3,815	"	417
25, "	1,559	" 4,143	"	618
26, "	1,521	" 6,483	"	2,538
27, "	2,173	" 8,553	"	1,590
28, "	2,273	" 12,496	"	252
29, "	2,917	" 11,145	"	—
30, "	2,123	" 13,925	"	730
S/B	31,285	Ard. 160,885	Sacs	48,578

N.B.—Cette liste est relevée des Registres de l' "Alexandria General Produce Association"; nous la publions afin qu'on puisse la comparer avec les arrivages du mois de septembre de cette année.

NOLIS

HULL

Céréales	Shgs.	1/6	à —
Tourteaux	"	6/6	" —
Graines de coton	"	7/6	" —
Oignons	"	—	" —

LONDRES

Céréales	Shgs.	1/6	à —
Tourteaux	"	7/	" —
Graines de coton	"	8/	" —
Oignons	"	—	" —

PORTS DERIVOTS

Graines de coton	Shgs.	9/	à 9/6
Céréales	"	1/9	" 2/

LIVERPOOL

Coton	Shgs.	11/	à —
Céréales	"	1/3	" —
Tourteaux	"	5/	" —
Graines de coton	"	6/	" —
Oignons	"	—	" —

CONTINENT (HAMBURG-DUNKERQUE)

Graines de coton (Dunkerque)	Fr.	10	à —
" " (Nantes)	"	10	" —
Fèves	"	10	" —
Oignons	"	—	" —

MARSEILLE

Fèves	Fr.	7	à 8.—
Graines de coton	"	7	" 8.—

DESTINATIONS DIVERSES

Coton: Odessa, Trieste, Venise, Gênes Marseille	Fr.	2.—	par 100 kilog.
Barcelone	"	2.50	
Le Havre	"	3.—	
Dunkerque	"	2.50	
Anvers	"	2.—	
Hambourg	"	20.— à 22.50	par tonne poids
St.-Pétersbourg	"	25.—	
New-York	"	25.—	
Bombay	"	30.—	

Alexandrie, le 31 août 1905

EGYPTIAN MARKETS, LIMITED

APPROXIMATIVE RETURNS

Week ended Aug. 3, 1905. same period 1904

Cattle markets	L.E. 238	L.E. 242.
General markets	" 305	" 192
Tot. for 120 markets	543	434
Tot. returns for current year date	L.E. 16,059	
" " same period last year	" 17,738	

COTON

Exportation du mois de juillet 1905

Angleterre	balles	25,234
France	"	4,492
Russie	"	4,606
Autriche	"	2,718
Italie	"	1,718
Allemagne	"	4,437
Espagne	"	1,659
Suisse	"	2,663
Belgique	"	475
Hollande	"	75
Indes	"	50
Japon	"	800
Bébé	"	—
Turquie, Grèce et Roumanie	"	238
	balles	49,155

Pesant cantars 370,111.28

N.B.—Dans les expéditions pour l'Angleterre sont comprises balles 4,650 à destinations des Etats-Unis.

COALS.

Current prices per ton free on wagon.

	Per ton	Shgs.	Shgs.
CARDIFF	Best quality	35.6	@ 36.
HAWORTH	Best quality	23.6	" —
NEWCASTLE	Bestual	21.	" 21.6
"	Cowgen	21.	" 21.6
"	Hastings	20	" 20.6
"	West Hartley Main	20.	" 20.6
SOUTHS	Mary's	20.	" 20.6
"	Balcas	20.	" 20.6
"	Dunlops	20.	" 20.6
"	Best Hamilton Hil	20.	" 20.6
TORSKEMER	Micklefield	20.	" 20.6
LIVERPOOL	Best Lancashire	20.	" 20.6
PARRYS FUEL	Anchor	18.6	" —
"	Crown	18.6	" —
"	Sun	22.6	" —
"	Arrow	22.6	" —
"	Swansea Gwigwin	18.6	" —
"	Swansea Atlantic	18.6	" —
NEWCASTLE	Foundry Coke	40.	" —
"	Gas Coke	22.	" 30.

BRASSERIE DES PYRAMIDES

Etat comparé de la vente de la Bière et de la Glace

BIERE	1905	1904	En plus dans l'année cour.
Vente du 1er jan. à fin août	L.E. 13921	L.E. 11354	L.E. 2567
GLACE			
Vente du 1er jan. à fin août	L.E. 2819½	L.E. 1723½	L.E. 1096
Total	L.E. 16740½	L.E. 13077½	L.E. 3663

PRIMES DES CONTRATS

"SIMPLE FACULTE"

Coton	Liv. Nov. P.T.	13 30/40	à 14 15/40
Gr. de cot.	" 3 mois	" 2 —	" 2 10/40

"DOUBLE"

Coton	Liv. Nov. P.T.	27 30/40	à 28 30/40
Gr. de cot.	" 3 mois	" 4 —	" 4 10/40

"DOUBLE"

Coton	Liv. Nov. P.T.	8 30/40	à 9 15/40
Gr. de cot.	" 3 mois	" 1 15/40	" 1 20/40

TARIF D'EXPORTATION

pour le mois de septembre 1905.

DESIGNATION		PAYS	Prix du mois passé	Prix du mois courant
			L.E. M.	L.E. M.
Coton	"	canton	— —	9 840
Graines de Coton	"	ardab	— —	401
" " Hartri	"	canton	— —	2 5
Pois chiches	"	ardab	— —	1 651
Fèves Saidi et Béhéra	"	"	— —	1 021
Lentilles	"	"	— —	1 136
Maïs	"	"	— —	556
Orge	"	"	— —	621
Sésamo	"	"	— —	1 30
Farine maïs	"	"	— —	1 2
" " assumanie	"	"	— —	1 6
Halfah	"	"	— —	1 5
Son (avec sacs)	"	"	— —	1 30
Son en paille	"	kilo	— —	6
Oignons	"	"	— —	7
Fèves Nos. 1 et 2 (Mouchallal)	"	ardab	— —	20
Coton blanc (non égrené)	"	canton	— —	250
" " (grande charrue)	"	"	— —	250
" " (au pendrel No 1)	"	"	— —	250
" " (Pendrel) (au pendrel)	"	"	— —	250
" " (Pendrel) (au pendrel)	"	"	— —	250
Coton Afrite et Gizeh pour Trieste	"	"	— —	1 000

CREDIT LYONNAIS

Société Anonyme

CAPITAL 250,000,000 DE FRANCS

ENTIÈREMENT VERSÉS

Agences d'Egypte:

Alexandrie, Le Caire, Port-Said

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